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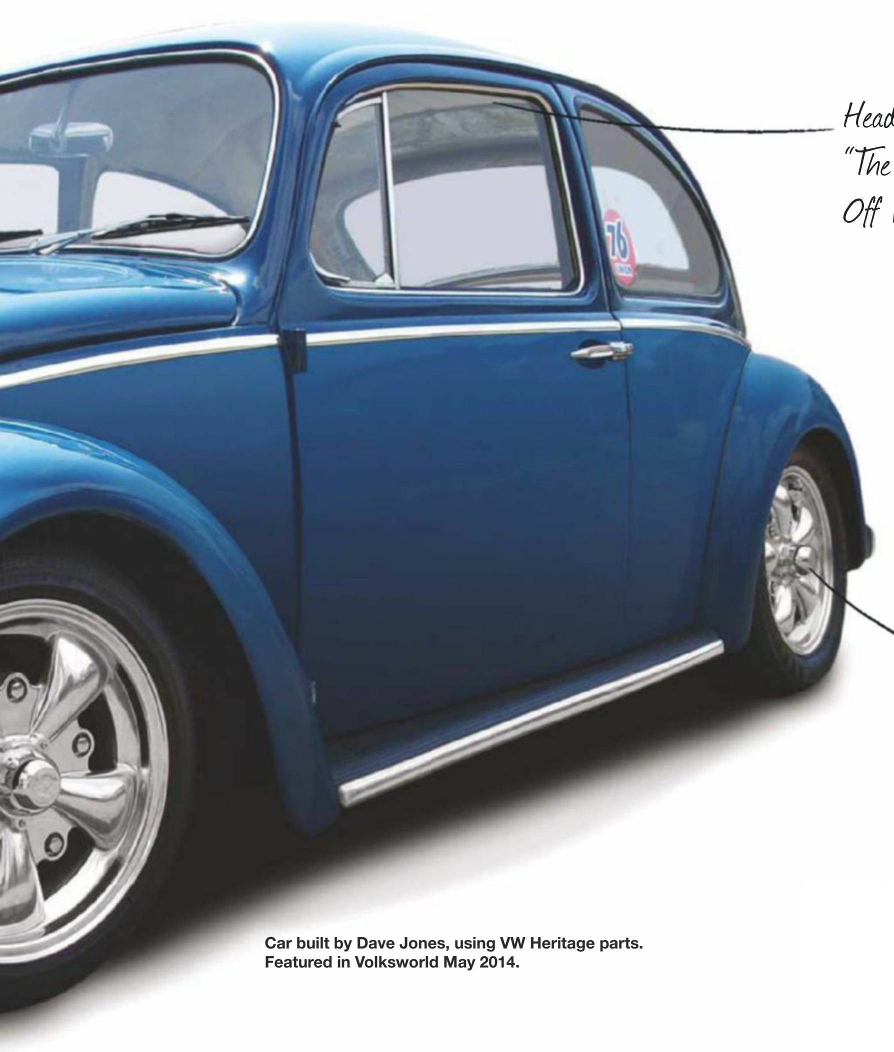

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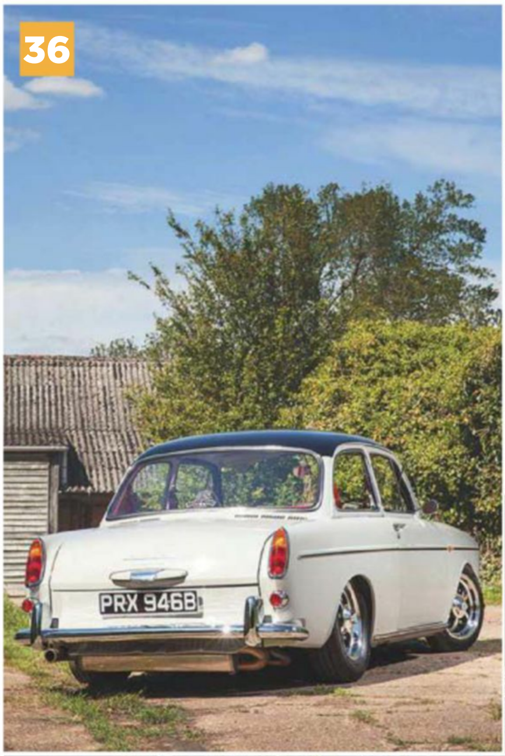
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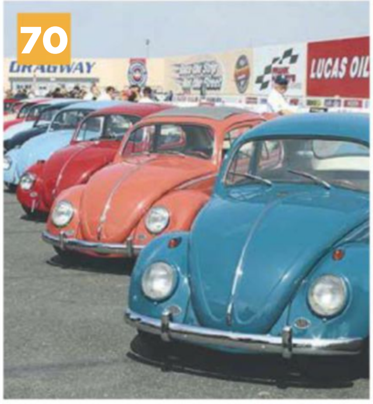
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WELCOME TO THE MAG

Have you ever bought a VW that came with a fully documented history? I'm not talking about a service book loaded with stamps from VW, but one that the original owner took it upon themselves to make. I got precisely that with the first ragtop I ever bought (YWC 924, where are you now?) and it detailed every scrap of maintenance he ever carried out on it. That is to say every time the tyre pressures were checked, each time a door lock was oiled, in fact, each and every job you should carry out to ensure your VW remains in tip top condition, but probably don't.

I'd always been under the somewhat misguided understanding that such behaviour was the confines of *bona fide* weirdos, but the original owner of the '55 Oval on p28 of this very issue did exactly the same. When I made mention of this in the office, our marketing manager, Adrian, chimed in with, "My wife used to do that when she drove her Beetle. Her dad used to do it, so she did, too."

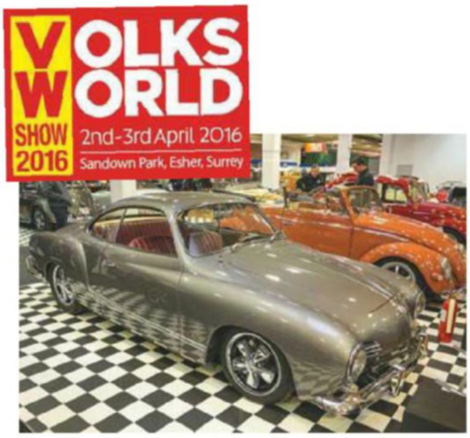
This got me wondering about the sort of people who went to such lengths to record their vehicle's history. Were they just oddballs attracted to these strange German cars, or did the cars make them odd once they'd bought one and allowed it to get under their skin? Personally, I think it was the former, because you'd have had to have been a little 'out there' to have bought a VW in the '50s or '60s, wouldn't you? What with the Second World War so fresh in everyone's minds, and that the cars we all love so much today were quite unlike anything else on the planet – or at least in the UK – at the time.

It takes all sorts to make the world, but it takes an extra special sort to write about it… ■

James Peene
Group editor

More Slough

We'd only just been talking about whether or not the Slough Swapmeet was going to return for 2015, and then bang, a post pops up on facebook to say it's all systems go. Set the date for November 1 and bring your purse with you or, better still, drop the organisers an email and see about having your own table there. We're sure everyone has something VW-related they no longer have any use for kicking around in their garage / shed / garden, so why not shift it on to someone who does need it? It's a great way to clear out some space and raise some funds just before Christmas, as our own Mike and Steve will testify. They've already shown their support for this stalwart of the VW scene by booking a table under the moniker S&M Services, so be sure to come say hello / buy something.
For more info on the Slough Swapmeet go to www.sloughswapmeet.co.uk



Are you building a show car?

If so, we would love to hear from you. For 25 years, the very best VW show cars from around the globe have competed against each other for one of the most prestigious honours of the VW show car season – a *VolksWorld Show* Top 20 award. So, if you are building an air-cooled VW, or have one that you think makes the grade, send a few pictures and a brief description to: adrian.vaughan@timeinc.com and he'll get back to you. Oh, and just to make sure everyone is clear on the date, the 2016 show takes place over the weekend of April 2-3. Capiche?

Photos: julianhunt.net

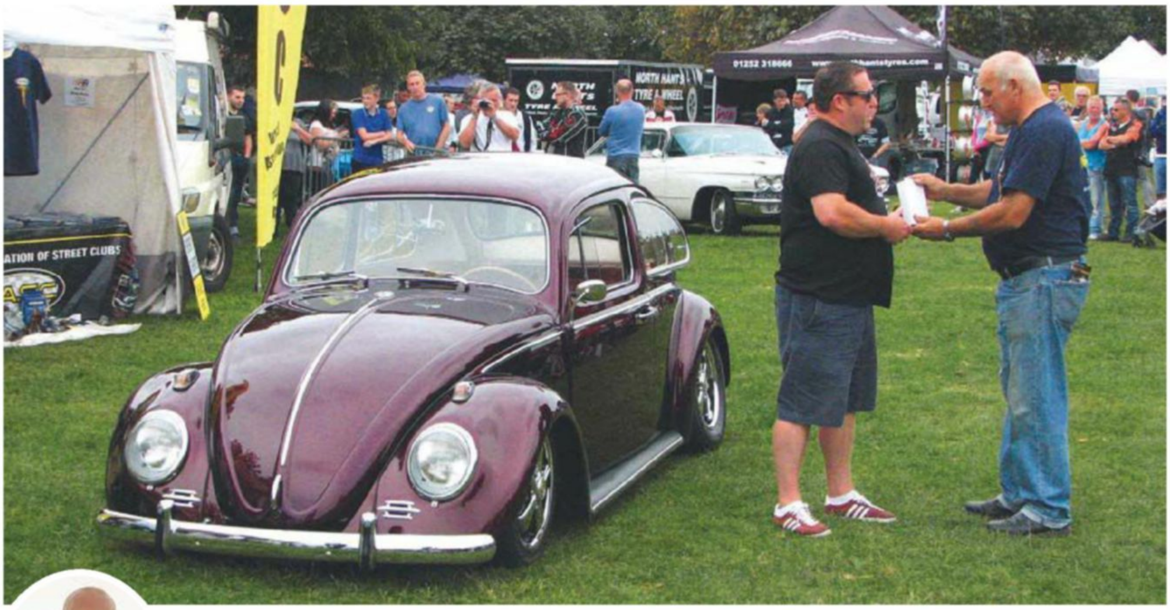
< ∨ Proof you should never judge a book by its cover. Trevor's Jersey-Look Split packs a 350bhp turbocharged Type1 motor. We love it

Clever Trevor

We've been badgering Trevor Sharp about featuring his '65 for so long that we've all but given up hope. His excuse has always been the engine needs a bit of work…

Well, all that engine work has really paid off as having ran an 11.593 at 118mph at VW Action, Trevor now owns the fastest Campervan in Europe. Skills.

11.593
118.56
SANTA POD
.563



Congratulations to Shaun Howe for his win at the Nats. For the record, the other cars in the Sunday winners line up were a modified '69 Camaro, a stock '60 Caddy, a '32 coupe hot rod and a 'bagged '68 Chevy pick-up. Of them all, the crowd cooed loudest over Shaun's Bug. And rightly so

Mind games

Broadening one's mind is good for one's soul

A fellow motoring journalist said to me the other day that he was too old to learn about a new car scene, so had decided just to concentrate on the two or three areas that were already familiar to him. Fair enough, I thought at the time, but the more I think about it the more I think it's a ridiculous thing to say. It's like saying you're not going to read any more books as you've read enough, or not going to buy any more albums, just listen to those you've already got.

My recent purchase of a new, non-VW car has been an absolute revelation in many different ways. In terms of broadening my mind though, I have found new magazines to read, stumbled on forums and tech pages on the internet I never knew existed and discovered a huge array of businesses that have amassed incredible collections of NOS parts, or are making available reproduction parts for cars that previously only appeared in my peripheral vision at car shows. I can't yet comment on how the quality stacks up alongside the VW marketplace I'm very familiar with, but first impressions look good. I've even found whole warehouses full of NOS interior trim materials, all dedicated to serving one particular niche of the automotive world that, while I've always liked, I'd never previously dedicated any time to finding out more about before. Hell, I'm even learning how to decipher the apparently random codes of a 1970's manufacturer build sheet. And you know what, I'm really enjoying the whole experience.

Likewise, often in the office we (okay, editor James, for it is he who usually throws in the swerve ball by way of a car he has found for sale on the internet) have a little break from the matter at hand to discuss a totally different car. This week it was the Citroën SM. I already knew there was a Maserati heart beating inside every one, but I now know Citroën owned Maserati for a period of time from the late '60s up to the mid-'70s and, as a result of going off on a slight tangent during our discussion, I know a little bit more about Maserati Meraks and Boras, too. I also now know there is no consensus of opinion as to what the SM stands for. Fascinating stuff, if you are petrolhead with eyes for more than just VW's finest.

> "You're never too old to learn, right?"

Eye opener

Which brings me to the point of this month's column, which is opening one's eyes to the world around you. As I write this, I've just returned from my annual trip to the NASC Nationals in Ipswich. Now, for those who may be unfamiliar with any of that, the NASC is the National Association of Street Clubs, and 'the Nats' was once the biggest event of the UK custom car calendar. It may not be the event to all men these days, but it's still a huge, four-day gathering of customised cars, and yet only a handful of VWs ever bother to attend.

There are a few 'faces' I bump into every year, and a few VWs I regularly see there, but I'm always surprised there aren't more. For as well as offering the opportunity to expand your automotive mind, shows like this offer the opportunity to expand other people's minds as well. It's no secret that a lot of American car people have no time for VWs, but the fact that Shaun Howe's Bug was picked by the panel of judges as one of the Top 5 cars on the Sunday proves the vocal bigotry shown by some does not run deep in the NASC. If I had to guess, I'd say there was somewhere between 500 and 1,000 cars on show (I did say it was a guess), and they included everything from bone stock 1930's American coupes through highly modified British Fords, Day Vans, hot rods, superbly detailed muscle cars and all the way up to brand new Dodge Challengers and Ram pick-ups. There was, quite literally, something for everyone with an interest in modified cars. Which makes Shaun's achievement all the more impressive, considering what his car was up against.

I've mentioned before in this column how I like to try and attend at least one event I have not been to before each year, and if it's a bit of an off-the-wall choice then all the better as it keeps things fresh and exciting.

There are, I think we all agree, possibly too many VW shows these days. That's great if you want to go 'on tour' for the whole of the summer, but even then you can't attend them all as there are just too many clashes. And while it's good to see people supporting the VW shows, my suggestion is to make the effort to support one of the 'other' shows as well. It certainly helps me to keep a fresh outlook on things and, you never know, you may expand your mind, and those of others, a little bit further in the process. After all, you may have absolutely no intention of ever buying anything other than a VW, but you're never too old to learn, right? ■

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

50 years of excellence

The DKP celebrated its anniversary in style

Words and photos Georg Otto

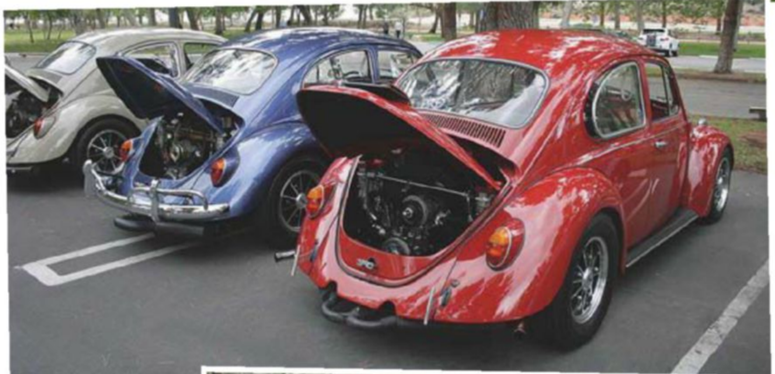
There aren't too many car clubs around that have existed for half a century. In the VW world it may be just Der Kleiner Panzers (DKP), one of the best known in the air-cooled VW world. But, to be fair, even their club history isn't uninterrupted. The first generation (DKP I as it is now known) started in 1965 and continued until 1972, but in those seven years, it counted no less than 129 members! From 1975 to 1980, a second generation (DKP II) resurrected the club. The third and current generation (DKP III) has been keeping the DKP flame alive and kicking since 1990.

But it was Gregg Bunch, a DKP I member, who mainly organised the 50th anniversary party at Yorba Regional Park in Yorba Linda, California on Saturday, May 16 this year. An unprecedented 60 Cal Look cars, 70 former and current members, plus guests from all over the planet joined the reunion. Even an In-N-Out Burger truck showed up at lunch time to feed the hungry! But the main focus wasn't on food, or even cars, it was on friendship. On re-encounters. On stories and legends. People were chatting everywhere and more than one tear of emotion was brushed away, not least by Arnie Mohlman, a DKP I member, who had to deal with his emotions when he spotted his original car in the line up. Arnie sold it several years ago to Russell Ritchie and the Scotsman had it shipped to the USA just for this event! But the Beetle was not the only thing bringing back memories. A display of DKP memorabilia could be admired in a separate marquee, and old members told tales from bygone times. It was truly a special day to remember for everyone who attended. ■

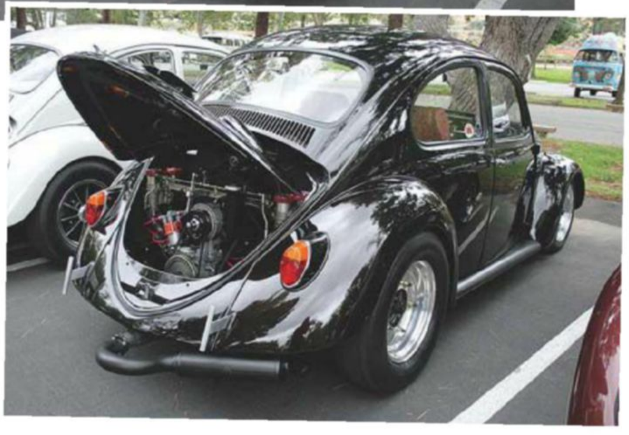
> "The main focus wasn't on food, or even cars, it was on friendship"

DER KLEINER PANZERS
VOLKSWAGEN CLUB
50th
1965 - 2015
ANNIVERSARY

A banner, specially for the anniversary, greeted members and guests alike



DKP III member cars of (left to right) Darrell Bomgaars, Jim Ratto and Carlos De Alba. All IDA equipped of course



Andre Hauffen's '66 is a traditional de-chromed Looker with one piece windows

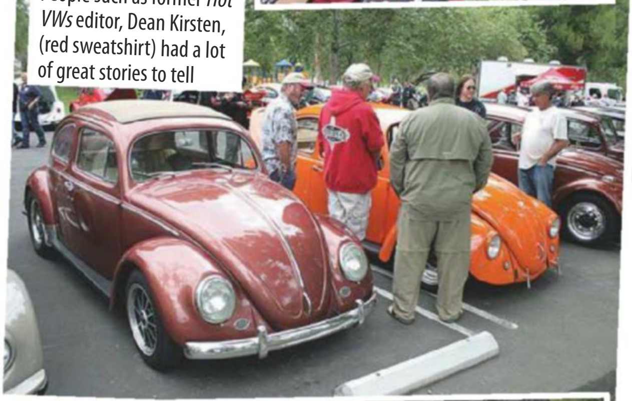
EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

^ Steve 'Beechnut' Beecher and his Split are usually the first one out, but not this time

˅ Keith Goss enjoying pictures and memorabilia from days gone by

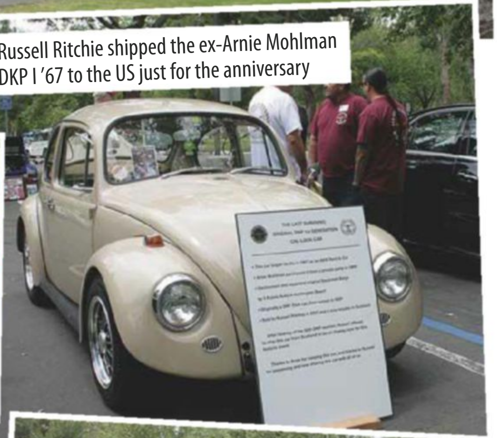
^ Dash plaques, velocity stack covers, decals, pit passes, even business cards. This was an unprecedented display of DKP history



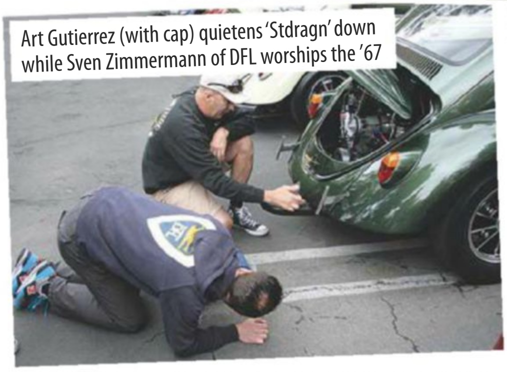
People such as former *Hot VWs* editor, Dean Kirsten, (red sweatshirt) had a lot of great stories to tell

60 Cal Look cars in one place, and almost all of them had dual 48IDA Webers – impressive stuff!

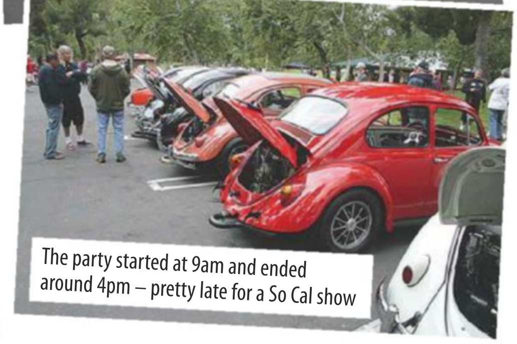
˅ The current third generation of DKP keeps the legendary club alive and kickin'



Russell Ritchie shipped the ex-Arnie Mohlman DKP I '67 to the US just for the anniversary



Art Gutierrez (with cap) quietens 'Stdragn' down while Sven Zimmermann of DFL worships the '67



The party started at 9am and ended around 4pm – pretty late for a So Cal show

EVENT LIST

Oktoberfest

When: October 2-3

Where: The River Dart Country Park, Devon

Web: www.oktoberfestuk.com

Brighton Breeze

When: October 2-4

Where: Madeira Drive, Brighton

Web: www.brightonbreeze.co.uk

Final Campdown 2015

When: October 9-11

Where: Black Rock Sands Touring & Camping Park, Porthmadog, Wales

Web: Final campdown 2015 on facebook

Hermann's Halloween campout

When: October 30-31

Where: Lincolnshire Showground, Lincoln

Web: www.hermannshalloween.co.uk

Slough Swapmeet

When: 1 November

Where: Montem Leisure Centre, Slough

Web: www.sloughswapmeet.co.uk

New Years Eve Party, Campout and Lunch

When: 31 December - 1 January

Where: Lincolnshire Showground, Lincoln

Web: www.vanjamboree.co.uk/newyearseve

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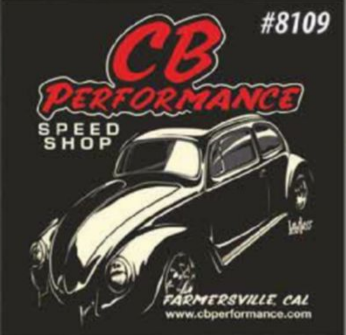
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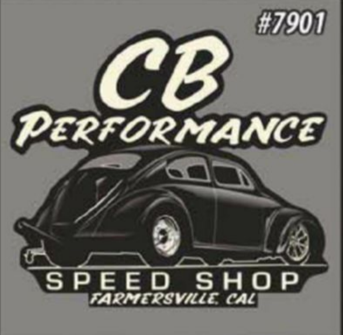
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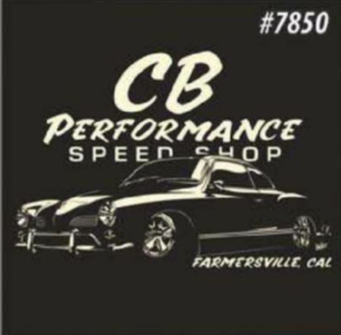
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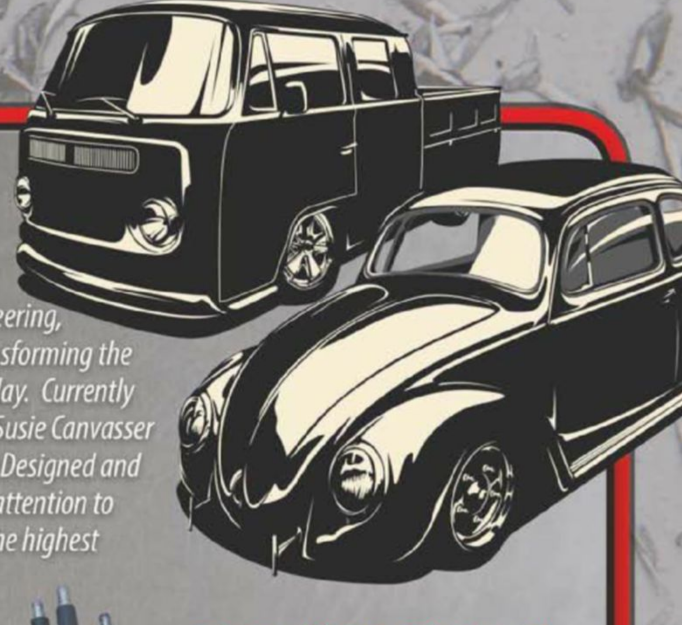

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Inspection gadget

From: **www.sealey.co.uk** **Price:** **£77.94**
Wrenching on old VWs is hard enough, never mind when the part you're trying to get at it is lurking in some dark and dingy recess. So a decent inspection lamp is an essential piece of kit for any garage. This latest offering from Sealey has a unique 360-degree swivel and tilt function to enable the LED light source to be positioned in any direction. It also boasts two swivel hooks and three rubber-covered magnets to allow you to stick it wherever works best for you. Supplied with a mains and in-car charger

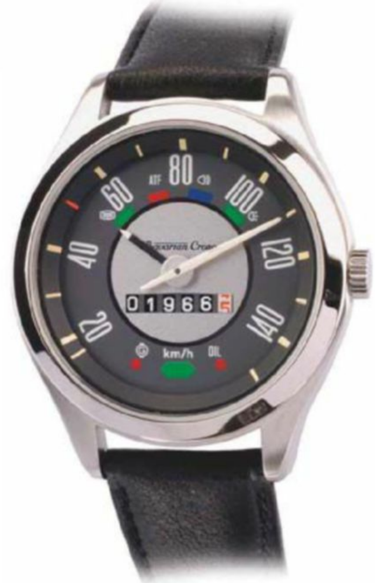
THICKNESS GAUGE

Go nuts

From: **www.arp-bolts.com** **Price:** **Varies**
If you're building something tough looking, like a Buggy or Baja, or a race car that needs the best of the best, then ARP's new metric chromoly and stainless steel 12-point nuts should be of interest. They come in popular VW-appropriate sizes such as M6, M7, M8, M9, M10 and M12, and in a black oxide or polished stainless steel finish. Both are rated at 180,000psi tensile strength and come packaged in one, two and 10-piece packs. Visit the website to see the full range

Feeling groovy

From: **www.lasertools.co.uk** **Price:** **£5.23**
Sometimes the simplest tools are the most important. Like feeler gauges for example. Anyone who carries out the own maintenance will understand how crucial a set of these are to the smooth and reliable running of your engine as, without them, it's next to impossible to correctly set the gap on your VW's points, tappets and spark plugs. No tool box or glovebox is complete without a set. Metric, naturally



Watch it

From: **www.classiccarspeedometerwatches.co.uk** **Price:** **£195**
Sporty, elegant and reliable, the Karmann Ghia is one of the most stylish cars ever to grace the planet, and you can carry a piece of it wherever you go with one of these Classic Car Speedometer watches. This version sports a dial, inner ring and pointer designed to look like the speedo face of a '66 Ghia. They're handmade in Germany, using Swiss-made Ronda quartz movements

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LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

A real driver's car

Mark Poulton, Chester, via email

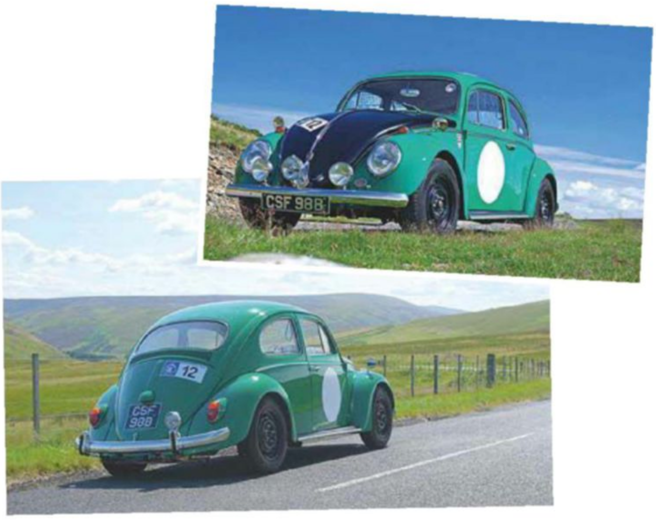
I could not help noticing the photo of the car at Stanford Hall in your August issue page 76, with the comment by James Peene that "Cars like this need to be driven and enjoyed." Do you think a seven-day trip across The Netherlands and Germany to the 35th anniversary meeting of the Denmark KG Club at Grenaa and back again counts? We also called in at the VW museum at Wolfsburg on the way there, where our visit was recorded by VW themselves (see the following link, dated June 18, if you're interested: automuseum.volkswagen.de/en/news.html).

The distance covered on this trip was about 1,800 miles. Since March, when the car was first registered, including trips to The *VolksWorld* Show and Stanford Hall, we have clocked about 4,000 kms, or about 2,500 miles. Not bad for just over three months then! Perhaps I need to get out more? Photos in Denmark included, one in front of the Glass Museum, one outside the VW dealership in Grenaa and one of the group of over 80 KGs that assembled there.

Hi Mark, absolutely bang on. As we always preach here, though admittedly don't always practice, there's little point in having a lovely VW to drive if you never drive it. Just don't park it in Steve's garage… – JP

Mark's Brazilian-built KG TC causes a stir everywhere it goes. Even the bods at VW came rushing out to see it

Over 80 Karmann Ghias of all types assembled for the 35th anniversary meeting of the Denmark KG Club. What a fantastic sight



Miller time (again)

Keith Miller, via email

Dear James (Mr. Ed), if you scratch your memory cells for long enough you might just remember that you featured my white rally Beetle, built as a tribute to Peter Noad, in the February 2011 issue of *VolksWorld*. The treat for me was that you got Peter Noad to do the write up. I loved the car, but in the end I had to sell it. Why? It was just so fun to drive I knew I would never drive my 1964 sunroof Cal Look Beetle again. So I came up with a plan. I would rebuild my '64 once again, but this time as a rally Beetle. I just needed a vision of how it should look…

So, after some thought, I have built it as a tribute to the Scania Vabis rally Beetles that took part in the 1964 RAC rally. They were actually very successful, coming first and second in their class (1300cc GT), and eighth and 12th overall.

I did some research on them, with help from Peter Noad's book of course, and have loosely based my Beetle on the same approach. Hence the black bonnet, triple spot lamps and black Porsche rims, albeit 911 instead of the 356 rims the Swedish cars used. However, the 1776 engine puts out considerably more power!

I have owned my Beetle for 20 years now. Where has the time gone? When I bought it I gave it a full body-off restoration, and have lightly used it ever since. The rebuild consisted of raising the front suspension back up, adding the rally touches, getting rid of some wear and tear and inevitably took way longer than I expected. I've tried to catch the essence of the original cars, rather than a true replica, and hope you like the result. And yes, it now drives just as nicely as my old rally Beetle did!

Bolt-on air ride

Daniel Enslin, South Africa, via email

Greetings all the way from South Africa. I need some guidance with my '75 Beetle I am working on. I am hoping to lower it with an air suspension set up, but I want to do it myself. However, I've come across some problems. I read your article and awesome explanation of how to lower your front suspension with the Dub on Air kit, but I am stuck and have a few questions. Firstly, do you have to use a narrowed beam for the front suspension, or is it possible to use the standard beam? Secondly, is the rear set up pretty much the same as the front with the Dub on Air kit? Does it bolt on without the need for welding? Any help you can give me will be much appreciated.

Hi Daniel, in answer to your questions, the Dub on Air system is a bolt-on kit, so no welding required. It uses Monroe air shocks front and rear and doesn't even do away with the front torsion bars any more. Sam from Dub on Air told us, "We've ditched the through rods on the front as we found it works just as well leaving the leaves in place, and gives a better ride, too. "You don't have to run a narrowed beam, but you won't be able to go super low with a stock beam as the front wheels will soon foul on the wings and/or headlight buckets on full lock. By moving the wheels inboard they'll be able to sit higher up in the arches. Your choice…"

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brake disc conversion kit - rear

for all beetles with 4-stud wheels
68 on; vehicles with IRS only to 72

kit consists of:
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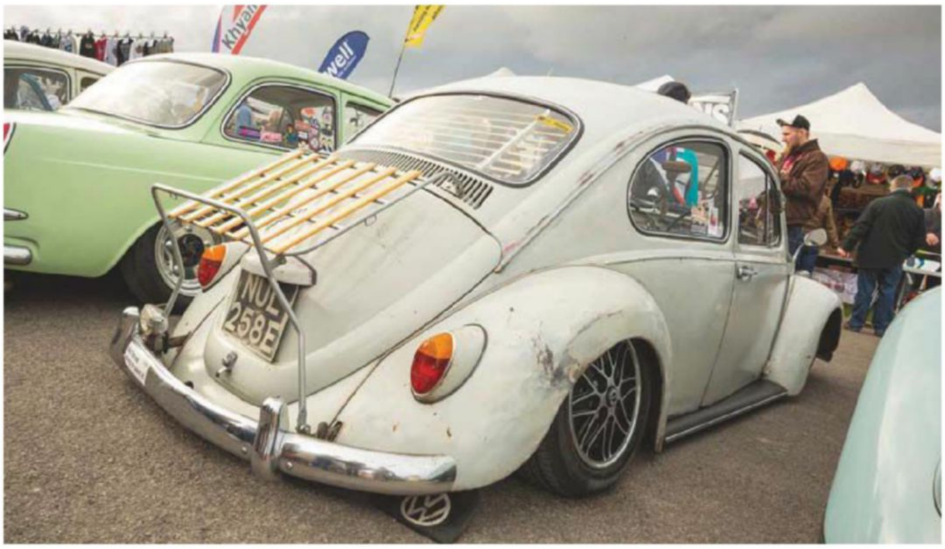
Car of the month



Here's Owen – how cool to be driving the same car your dad took to VW shows?

Paint is mostly original, bar places like the gutters that have been worked on

Interior is original, save for the front seats, which were just too far gone

Owen Eacott, Kenley, Surrey – '67 1500

My name is Owen, I'm 22 and this is my slammed, patina, Fontana Grey, 1967 1500 Beetle. The car has a cool story, which goes something like this:

It was originally my father's car. He bought it from a friend for £50 in the early 1980s. Himself and my mother, the hippies they were, drove all around the country on summer holidays and to various VW shows. After many years on the road, the car needed more and more work, so my father removed and replace the heater channels and rusted areas on the road outside their house.

Mid-way through the work being done, my mother became pregnant with my sister, which meant the project stalled as my father's focus went toward finding a larger house for them to start a family in. Once a new house was found, my father quickly bolted most of the car back together and drove it with no tax, insurance or MoT to the new home.

The car was then stripped again, with my father's plan being to Cal Look it. He began to remove all the chrome trim from the body and window rubbers, smoothing the trim holes as he went, then took all the wings off and stored most of the parts in our loft, but life happened and the Beetle sat in the garage in pieces for 26 years. Throughout my childhood I remember the old Beetle being smothered under garage 'stuff', to the point you couldn't see it any more.

With my 16th approaching, I decided I would love to do up a Mk2 Golf, so the plan was to sell the useless old thing sitting in the garage to have space to do up my Golf. The Bug was put up for sale for £900 but, after a buyer put a deposit down, my father had seller's remorse and called the deal off.

After this change of heart, my father decided to go to a VW show to see what had changed since he last went to a show with my mother. I reluctantly agreed to go with him and, it's safe to say, after that I was hooked on all things air-cooled, and my father re-kindled his love for the Beetle as well. So much so, the very next weekend work began on the car.

My 17th birthday growing ever closer, this became the deadline to have the car finished and roadworthy. My father and I spent most weekends and evenings in the garage and on the drive working on the Beetle. With the body, interior and engine all original, it certainly wasn't a looker but it worked (kind of) on the most unreliable 6V electrics in the world, but it was mine and it had been a long time coming.

> "My 17th birthday growing ever closer, this became the deadline to have the car finished"

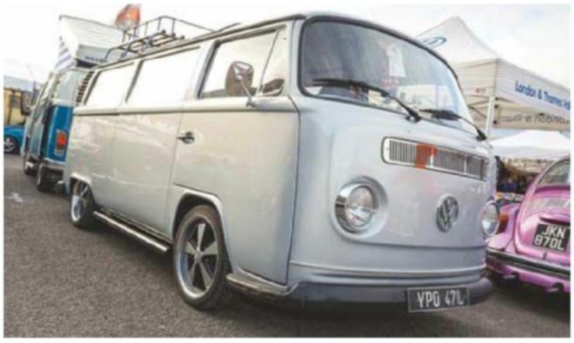
We got it MoT'd and insured, but I was still learning to drive at the time. Then, one snowy, late December evening, I finally got to drive it for the first time on L plates. I couldn't get enough of it. I drove the car daily to college and back for 2½ years, and now try and take it to as many shows as I can.

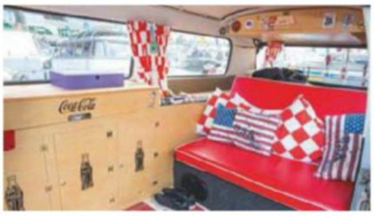
I was always a fan of slammed, original paint and patina Beetles, so left the paint as it was from sitting in the garage for 26 years.

The car is now running a seven-inch narrowed beam with custom shock towers, dropped spindles, air ride and genuine 4 x 130 Cosmics. I have replaced the original window rubbers and chrome trim, and added a few other accessories for this year's show season.

The engine is the original 1500cc unit rebuilt with 1600 barrels and pistons and it now runs 12-volt sparks.

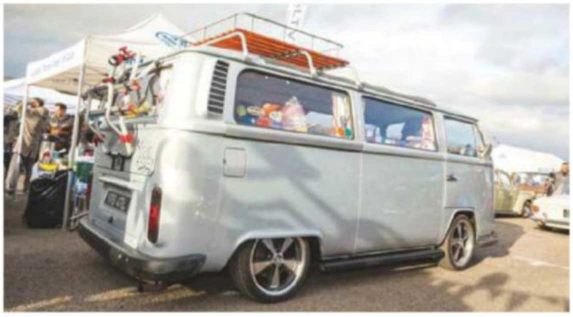
The car is my pride and joy, and it has now become a family heirloom. It may be a long way off but I hope to pass it down to my children in the future and hope in time they will do the same. ■





When is a 'low light' Bay not a low light? When the indicators have been removed!

Interior has the '50's US diner look



Paul Young, London – '72 Bay

My name is Paul and this is my Bus, a 1972 Bay Window Camper. It's a Crossover so has the low front indicators and the earlier bumpers but the larger, late model lights at the back. Well, it should have the low light indicators on the front panel but they have been relocated to the headlights. I bought the Bus four years ago as it is in silver and added a few touches, such as the 17-inch Fuchs-style rims and side bars. The Bus is used a lot and has been kitted out to suit our needs and not to follow any particular style, so for example we have the three-bow roof rack mounted on the rear for any extra gear we can't store inside. We also have a bike rack on the rear hatch. The fold-back sunroof lets in loads of light and is a real treat in the summer time.

I'm on my third engine since owning the Bay and that's a 1641cc motor with a single Weber carb. If I was asked to pick a style I'd say it's part German Look and part functional.

The Bus was empty when it came to us, but now features a bank of units and storage along the driver's side, a ¾ rock 'n' roll bed and some overhead storage. in the rear. We've given it a '50's diner feel with red vinyl seats with white piping, check flooring and Coke decals on the units.

I'm currently the chairman of the London and Thames Valley VW Club so, if you're looking for me, you'll generally find me at the club stand at any of the shows we go to. Otherwise, I'll be out driving my Bus!

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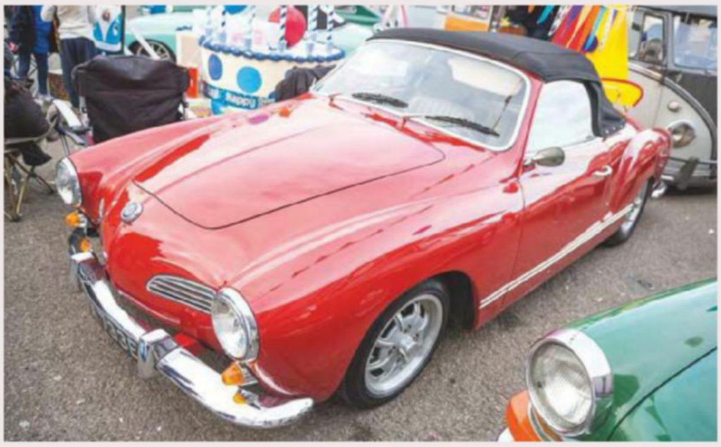
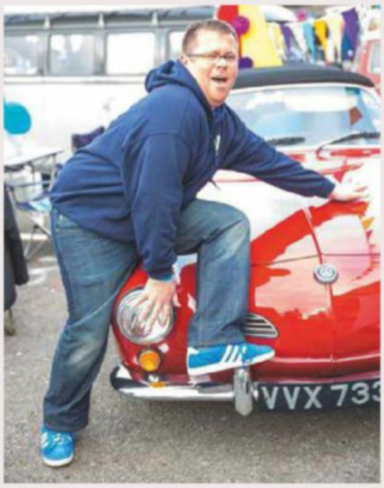


Gavin Rankine, Kent – '67 Ghia Cabrio



I've been into VWs since I was 13 years old and am now a member of Paintscrapers VW club. My car is a 1967 RHD Karmann Ghia convertible with a 1500cc engine running twin Solex carbs on Riechert Essen manifolds. The colour is Ruby Red. Well, I think it is anyway.

I purchased the car in 1994 as a nearly finished restoration, so everything bar the interior was done, or so I was told… In 1998 / '99 I took the car off the road for two years and had a body-off restoration done as it was clear the previous work had been bodged in every way you can think of. As soon as the body was prised from the rotting floorpan I was asked if I wanted to scrap it as there wasn't much left of the bottom of the car, or the outer few inches of the floor. I wouldn't mind but it was my daily driver at the time and I'd driven it to the garage for the resto!

In the end, the car needed new floorpans and the bottom six to eight inches all round replacing. I can't recall a panel that didn't need a repair of some sort. It also had a new wiring loom, brake pipes all round and every nut and bolt replaced. The interior is new and the carpets and mohair hood were fitted by J. Coppers in Welling. I haven't done much to the car since the restoration was finished in 2001, apart from adding a set of 914 Mahles to it in 2002. It's a keeper and will never be sold. I am sure at some point it will need more work, and will get another full treatment when it's needed.

The car doesn't get used as much as it should as I have three other VWs – a 1967 Devon Split that my dad bought the same day I purchased the Ghia, a Gulf Blue '62 Beetle with 35k on the clock and my dad's old '71 1302LS Karmann Cab.

My dad, who passed away nearly 12 years ago now, was a member of the SSVC and the VW Cabrio Club and attended many of their meets, here and abroad. It would be great if you could include the photos of him with his pride and joys that are still alive and kicking today.

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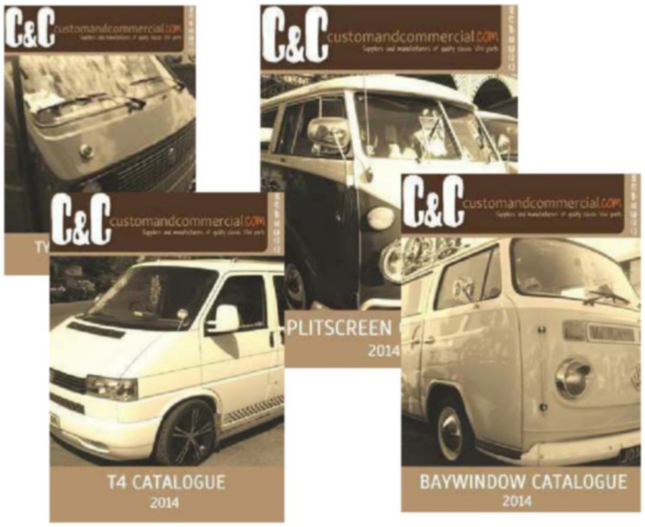

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Words Mike Pye **Photos** Steve Sharp

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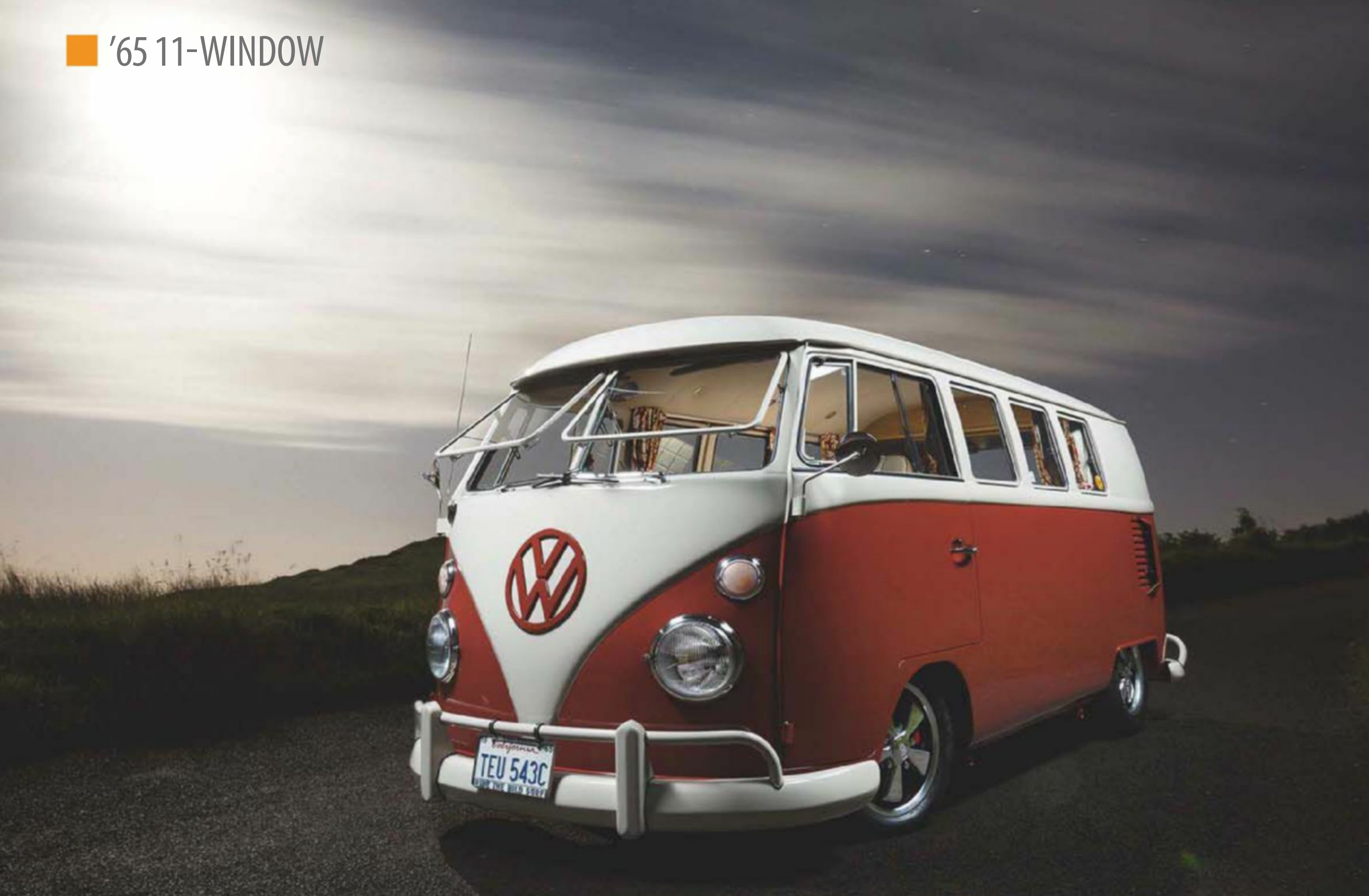


In a world where everyone has gone Samba, Barndoor and Westy mental, it's refeshing to see someone dedicate this much attention to a later 11-window

I'm not joking, I lost count during the hour and a half conversation I had with Lee Beardsley about his Bus the number of times he said he didn't feel it should have been at The *VolksWorld* Show. In a generalisation of epic proportion, that's why I like people from Yorkshire. They'll tell you a spade's a spade, and don't blow their own trumpets about their achievements. And believe me, this Bus is an achievement, of epic proportions. Let me explain. For a start, 39-year-old Lee has five kids in his house – three are fostered, two are his own, the youngest of which was born while this Bus was in the paint shop. So massive respect there, as I think is due anyone who puts themselves forwards as foster parents or, for that matter, can complete a restoration while they have a child under a year old. Then there's the fact that this is Lee's first VW, or at least Lee's first VW that is actually on the road. Impressive, huh? Then there's the fact the majority of the work on this Bus was done in a garage only marginally bigger than the Bus by people with no previous experience of working on VW Buses. Even more impressive, huh? I certainly think so.

> "No previous experience of working on VW Buses"

In truth, this Bus was probably overlooked by the majority of visitors to this year's *VolksWorld* Show, but in a weird kind of way that's what Lee wanted: "I wanted to keep it subtle, to skip under the radar." And it did. But, as I explained to Lee during our conversation for this feature, it was a Bus I for one went back to several times over the course of the weekend as the more I looked the more I liked it, and precisely because it is so subtle. "People kept telling me to put beltline trim on it, or a chrome nose badge, but I didn't want to do that. It's the underdog of the Split world, an 11-window. It's nothing fancy, and it doesn't want all the polished pop-outs and stuff like that." A bit like a Yorkshireman then.

TECH INFO

BODY: 1965 11-window; TQR front tubs; L472 Beige Grey and L53 Sealing Wax Red

INTERIOR: ATT American white oak cabinets; leatherette and tweed trim

ENGINE: 2276cc Type 1; twin 44IDF Webers; VW Speedshop pipe

WHEELS AND TYRES: Flat4 Fuchs; 165/60s and 195/65s

SUSPENSION: Aire Valley 4-inch narrow beam; Porsche 944 front discs; CE steering rack, IRS and spring plates

Cars and girls

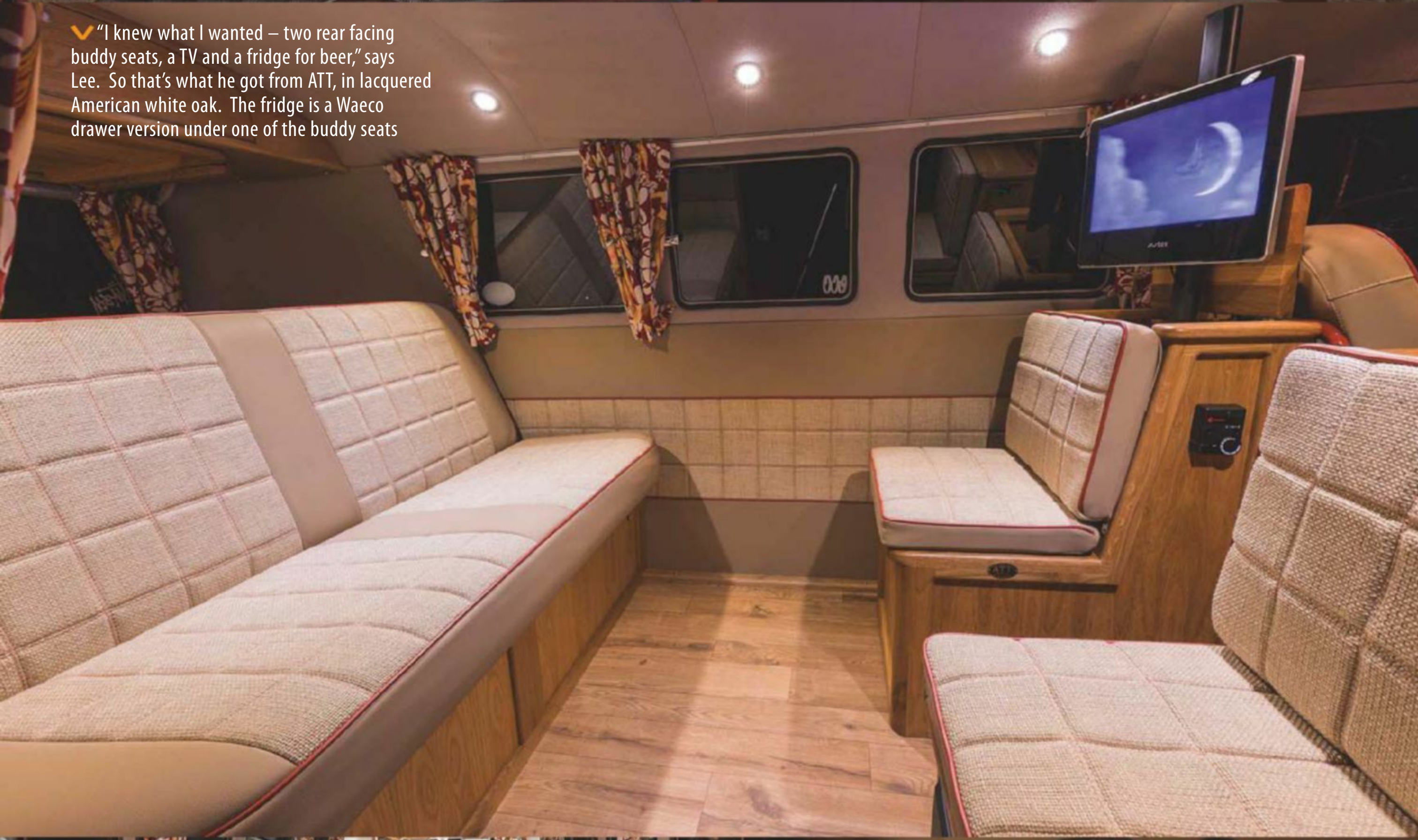
Going back to the beginning, Lee cut his VW teeth on an unfinished project 1303 Beetle. He did a bit more work on it but never finished it and never drove it. "Then along came the Vauxhall Novas, and girls, and the rest of it," says Lee with a grin. But the memories of annual family holidays to Woolacombe in Devon, peppered with Split Screen Buses, stayed with him, so much so that just over three years ago he announced to his wife, Jodie, 'I'm going to get a Split.' She, his dad, and just about everyone else he knew questioned why, but his mind was made up. "I didn't know anything about them back then. All I knew was some Buses had more windows than others, and ones with more windows were more money," laughs Lee. "I didn't really have any idea what I was embarking on."

But inspired by the resurrections he was seeing other people doing on internet build threads on the Split Screen Van Club forum he started looking around for a project. "I stumbled across Rick [Howarth] at Schofields and, as Glossop's not a million miles from me, I gave him a call: 'Got any Buses Rick? I'm looking for a project…' 'I've a few,' he said, 'come over and have a look.'" With the image of Andy [Spike] Finch's 21-window in his mind, Lee told him he'd quite like a 21-window, and that he liked the big fish eye front indicators. "He looked at me a bit odd and said most people want the earlier stuff, but I really like those big indicators."

After putting down a deposit on what was

Rusty Lee rock 'n' roller in full flight

With those Hawaiian hula girl curtains closed, doesn't this look an inviting place to spend some time. Beats a tent, eh?

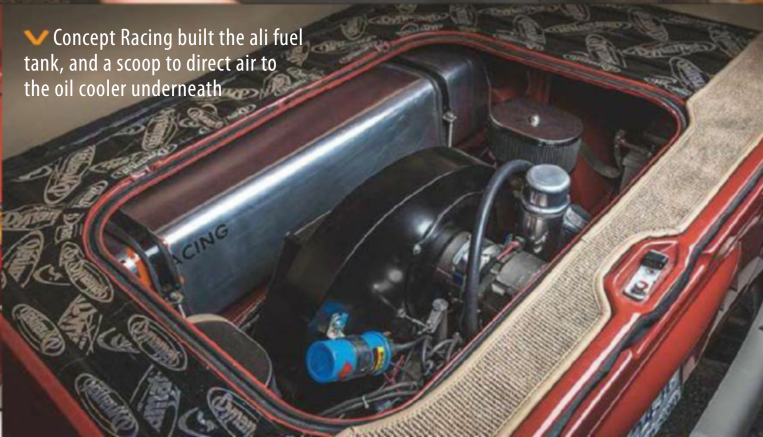


"I knew what I wanted – two rear facing buddy seats, a TV and a fridge for beer," says Lee. So that's what he got from ATT, in lacquered American white oak. The fridge is a Waeco drawer version under one of the buddy seats

Retaining the Walk-thru aspect of the interior was crucial to Lee. As such, that storage box is removable

Lee Beardsley. Hero

2276cc engine and built gearbox with Quaife diff and tall fourth gear make cruising effortless



Concept Racing built the ali fuel tank, and a scoop to direct air to the oil cooler underneath

“I wanted to keep it subtle, to skip under the radar”

3am in The Peak District was not the palce for shorts and flip flops, as Lee recalls, but what a photograph!

described as a ‘hammered’ Samba that was on its way over from the States, Lee unexpectedly bought a house, so was forced to reluctantly pull out of the deal. But, a year later, he realised he still needed to scratch the Split itch. “By that point Sambas were too far away for me, but Rick sent me some photos of this Bus that were on its way over and this time I had to go through with the deal.” When it arrived, it was worse than Rick thought and, ever the gentleman, he tried to dissuade Lee from buying it, saying he'd find him a better one. “It were a Bus though, I were 'aving it, you know, stars in the eyes an' all that.”

The meteors

Though Lee did a course in vehicle body repair at college he'd never gone into the trade, unlike his brother, Adam. “He came and had a look at it when I'd started to strip it down and said, ‘I think you're gonna need some help…’” Now, I can write notes pretty fast when I'm talking to people on the blower, but I simply couldn't keep up with Lee when he was listing the repair panels that went into this Bus, so I'll just leave you with this one line that sums up the enormity of the task they had on their hands: “The only panel not touched by rust was the roof, and that looked like it had been in a meteor shower.”

Realising Lee had taken on a huge project, Adam introduced an ex-colleague of his, Dave Ryalls, who agreed to come over and have a look. “To be honest, I expected 'im to look at it and run a million miles cause by that time I'd cut a load of panels out of it,” recalls Lee, “but instead he just said ‘Eh, it's not as bad as ah thought.’” In the end, Dave did the majority of the welding and panel work, while Lee looked over his shoulder and did the grunt work of cutting rust out and cleaning stuff up in preparation for welding. Slowly, but very surely, the rotten old 11-window started to become whole again, to the point that Dave brought in a couple of other guys he knew, Dan Rogers and Lee Coley, both of whom were vehicle painters. Again, Lee got stuck in wherever he could and between them they brought the Bus up to finished primer stage in Lee's garage at home. The initial idea was to then do the Beige Grey and

Sealing Wax Red top coats as an evening / weekend special at Lee's place of work, but Dave's boss at AutoRestore Rotherham expressed an interest in taking on the job and, as Lee put it, "We worked out a price and away it went."

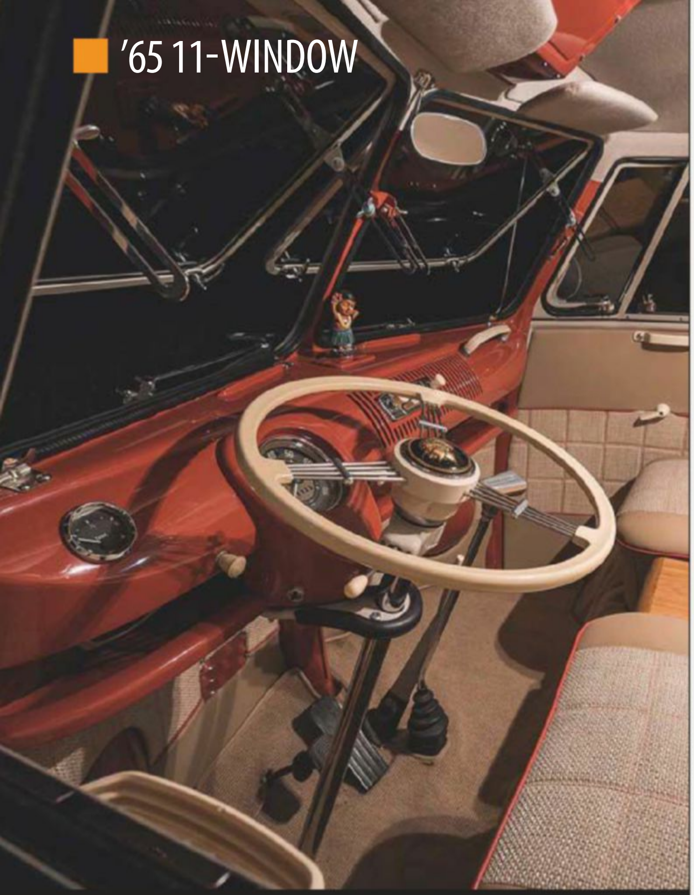
Level of excellence

While the price agreed was reasonable, and suited Lee's pocket, and the work done by painter, Mark Briggs, was very good, it took a further flat and polish by Dave, Mark and Dan *chez* Beardsley to bring it up to the level of excellence you see here. "Me, Dave and Dan then put it all back together again as best we could, with what I could remember, stuff off the internet and the SSVC forum," says Lee modestly.

Having had a chance to have a good look over this Bus myself, I can tell you 'the best they could do' is better than a lot of so-called professionals can achieve. Sure, it's got stone chip underneath the colour on the underside, but so it should, it's not been built as a show car, but as a Bus to drive and enjoy. And to prove that, the night I spoke with Lee he was out in the garage prepping it for the annual family trip to Woolacombe, a tradition he has kept up from his own childhood, and that one trip alone will put 560 miles on the Bus, on top of the 3,000 he's put on it since The *VolksWorld* Show in March.

Making those miles a bit easier on Lee is a 2276cc motor, a Creative Engineering steering rack and IRS conversion and a 1303S Beetle (3.88 ring and pinion) gearbox, rebuilt by John Walklett with a Quaife limited slip diff, taller fourth gear and bigger (read: stronger) Type 2 CV joint flanges. The engine itself was bought as a complete, heard-running unit from a guy downgrading the powerhouse in his Porsche replica but, just to be on the safe side, Lee had Daz Chandler at Aircooled Performance in Northallerton strip it and rebuild it, then fitted it into the Bus with a VW Speedshop exhaust and a Deimos VW breather tower. Though the horsepower reading was somehow mislaid, we can tell you on John Sleath's dyno in Doncaster the Bus was doing 105mph in fourth gear at 5,000rpm and turning at a little over 3,000rpm at the legal

>



Flat4 Banjo steering wheel with Greek lady horn push is the classy choice for an aftermarket steering wheel

motorway speed limit.

The final job to be done was the interior and, again following recommendations and after seeing work of theirs he liked, Lee chose to give the woodwork part of the job to Adrian Gilliland at All Things Timber (ATT) and the trim work to Bromsgrove Auto Trimmers. Of the latter, Lee had this to say: "Me and Dan trailered it there, left it for a week and then picked it up just before Christmas, job's a good'un." With the headliner, seats and the Rusty Lee rock 'n' roll bed trimmed in his choice of beige tweed and vinyl with a fat biscuit-esque stitch pattern it beautifully complements the muted exterior tones of the Bus. "That were a real good Christmas present to myself."

A right nice touch

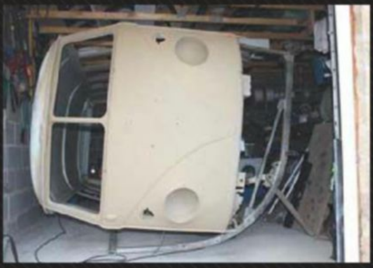
It's often said it's the little touches that make a good Bus, and the one Lee's perhaps most pleased with is the soft furnishings, undertaken by Sarah at Burt's Bus Emporium. The reason he's so pleased? "Sarah was absolutely fantastic, and the fact they're based in Woolacombe, where I've been holidaying all me life, is just a right nice touch."

The Bus was picked up from ATT three days before the show and some very late nights / early mornings in the garage finishing the last bits saw Lee, Dave and his wife on the road to Sandown. "I still didn't think it were good enough to go to *VolksWorld*. I'd never been to the show myself, but I knew it were the best of the best, but everyone kept telling me I 'ad to get it finished, that it 'ad to go, so we got it done.

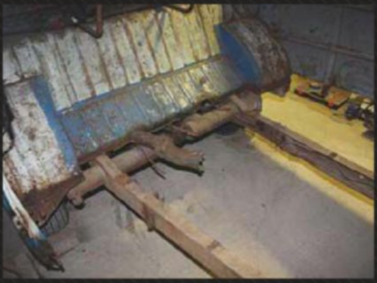
"If I'm honest, nobody, me included, ever imagined it would be as hard as it was. Me friends are in the trade, but they're not restoration people, and everything on the Bus was a bit of a battle, but the encouragement and the positive comments from people along the way kept me going. The fact it got a Top 20 at *VolksWorld* was just unbelievable, and the comments I got from people I'd never met before, and those I'd only spoken to through forums during the course of the restoration, really meant a lot, and we've struck up a few good friendships since. It's what I hoped the VW scene would be." Now doesn't that give you a warm feeling inside? ■

THE BUILD

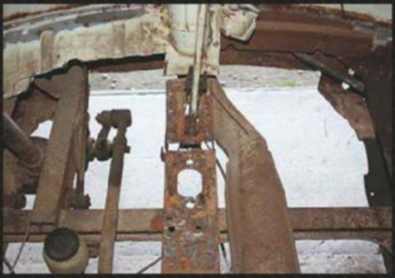
One of our favourite parts of any feature car is seeing the before, during and afer shots and, due to the magic of modern mobile telephones, most people these days have a photographic record of their work. For Lee, it was looking at just such pictures on the internet that really spurred him on to buy his first Bus. So, if you're looking for inspiration, or desperately in need of help with your own resto, look at these. Then be inspired



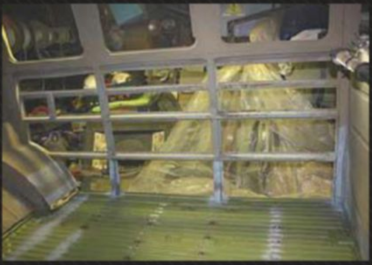
Roll with it
Clearly, this is a fair way into the project but, as an example of the friendliness in the VW scene, Lee was lent the rollover jig by Dave 'astiDave' Aston, who he had never even met before. Top man



Hole with it
This is the sight that greeted welder, Dave Ryalls, when he came to look at the Bus to see if he could give Lee a hand. Amazingly, he didn't just turn his back and walk away. Another top man



Four on no floor
Now remember, Lee had never restored a Bus before, nor had any of the guys who helped. This wasn't just a panel replacement job, this was a resurrection



Fitting tribute
Thankfully, the quality of repair panels available these days is better than it has ever been, and this Bus has had the lot. Sure, they fit now, but you've still got to fit them

Tight fit
Notice how close the Bus is to the back corner of the garage. There's a little more space to one side, but this was certainly not done in what you might call an expansive workshop

Six foot under
It's safe to say every panel that could be replaced below the beltline was replaced. This wasn't so much the bottom six inches, more the bottom six foot!

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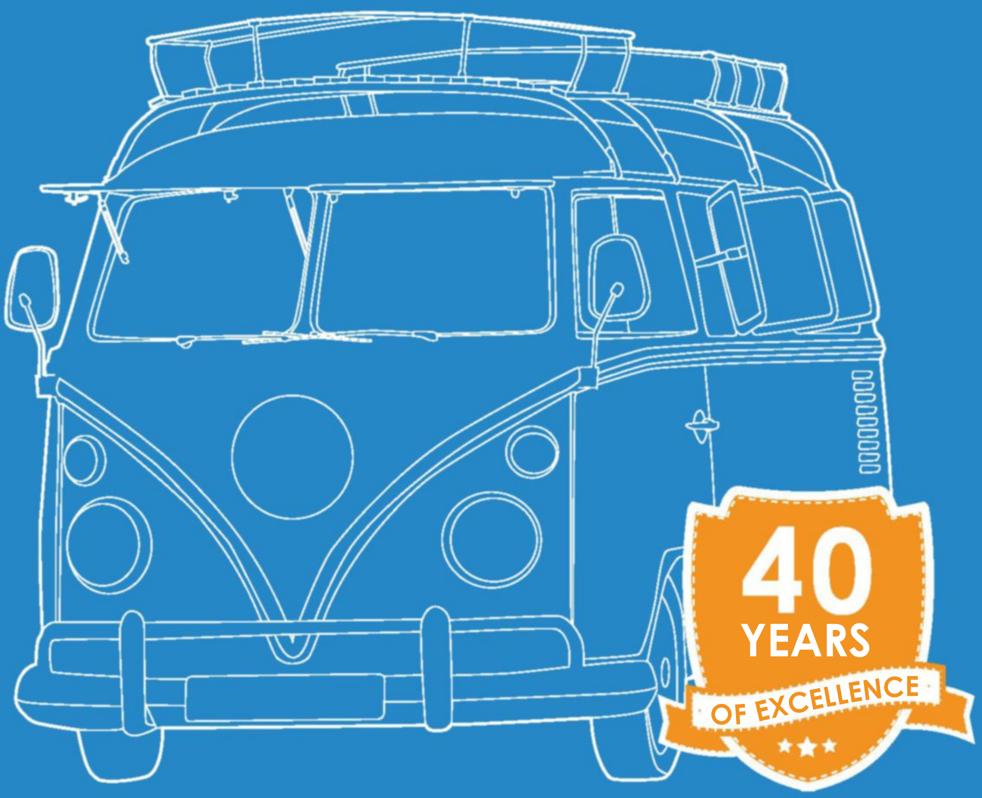

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Looks can be deceiving

Michael Wohllebe's Beetle looks like just another nice Oval at first sight. Or wait, is it a Split? And what's that inside?

Words Georg Otto **Photos** Sven Zimmerman

The year is 2013, April 30. The *VolksWorld* team joined the DFL cruise night in Hanover, Germany, and were on the lookout for some feature cars for your favourite VW magazine. A Pastel Green Beetle turned off the main road and into the car park next to the Burger King restaurant. The neon signs were reflected in the perfect paint, plain and simple steelies with an ivory accent rotated in the wheel wells. "A Split with a nice rake" were my first thoughts. The grooved bumpers gave the game away, even though the car had non-correct wings with oval horn grilles. One-piece windows are also typical for very early Beetles with the divided rear window. It passed by, I could see the pope's nose number plate light on the w-decklid and the… oval window! What's that? Everything else points to a Split Window Beetle, but it isn't. Maybe some previous owner cut out the centre bar to make the Beetle look more modern? Not unusual in the mid-'50s, after Volkswagen launched the Oval Window in 1953. In my confusion I almost missed the deep grunting sound of the engine over my reflections, but decided to check out the car in more detail. When I arrived at the spot where the car had been parked, the owner was gone. I took a look inside to find out what type of dashboard the car has – an easy way to identify the age of a Beetle. Splits have two glove boxes, right and left, and two central gauge panels. At least they did until October 1, 1952, when the 'Zwitter' came out, mixing its alegiances between the Split and the Oval. It still retains the two windows in

“Instead of using a crappy aftermarket set, I made my own so they work properly”

To the uninitiated, Michael’s Oval looks like a stocker with a lowered front end, but it’s a bit more than that

back, but has the dash of an Oval and also quarter lights, plus non-grooved bumpers. The pretty Oval dashboard was discontinued on July 31, 1957 and, after that, the basic layout of the instrument panel never changed. This car had an Oval dash. Well, that didn’t get me anywhere. Still confused, and wanting to find out what year it actually was, I didn’t notice the owner, 35-year-old Michael Wohllebe, coming back to his ride. He found me checking underneath the front wings, looking for the tell-tale metal tubes that contain the wiring into the headlight buckets on Ovals and Splits. “Can I help you?” a voice said. “You sure can,” I replied. “What year is it?” “’55!” Michael answered with a smile. Alright! Now why had he mounted those ‘wrong’ parts to his Beetle? “Ah, that’s a long story…” answered the German VW enthusiast, before launching into the yarn.

100-mile drive

“After I finished my ’65 Ghia in 2010 I was looking for a new project car. I had an Oval on my wish list and checked several online ads on mobile.de. But no matter where I went, they were all in worse condition than described. But there was one car in Berlin, which is a 100-mile drive from my house, that had been listed online for several months. The pictures were pixelated, the description not very detailed and, first and foremost, the car was in pieces. That way you never know if it is complete or not. You will only find out when you put it all back together. But I thought I would give it a try and called the seller.”

The old VW was still for sale, so Michael and his best friend, Jens Nitschke, hitched the trailer to his Touran and hit the road to Berlin. “The sat nav led us to an old barn, where we met the owner. He was the one who took the car apart with the intention of restoring it one day. It looked rather sad with slight front and rear accident damage, hand-rolled paint and parts scattered everywhere. But the substance was solid. There was almost no rust – just the sills were gone – and the original wings, doors, bonnet and engine lid were with it as well.

“I looked at Jens, he nodded quickly, and then I made my offer. The seller accepted and, a few minutes later, we had put the body back on the chassis and stuffed all the small parts into that little Beetle, leaving just the engine and some small parts to go into the Touran. With that, we went off into the night.”

TECH INFO

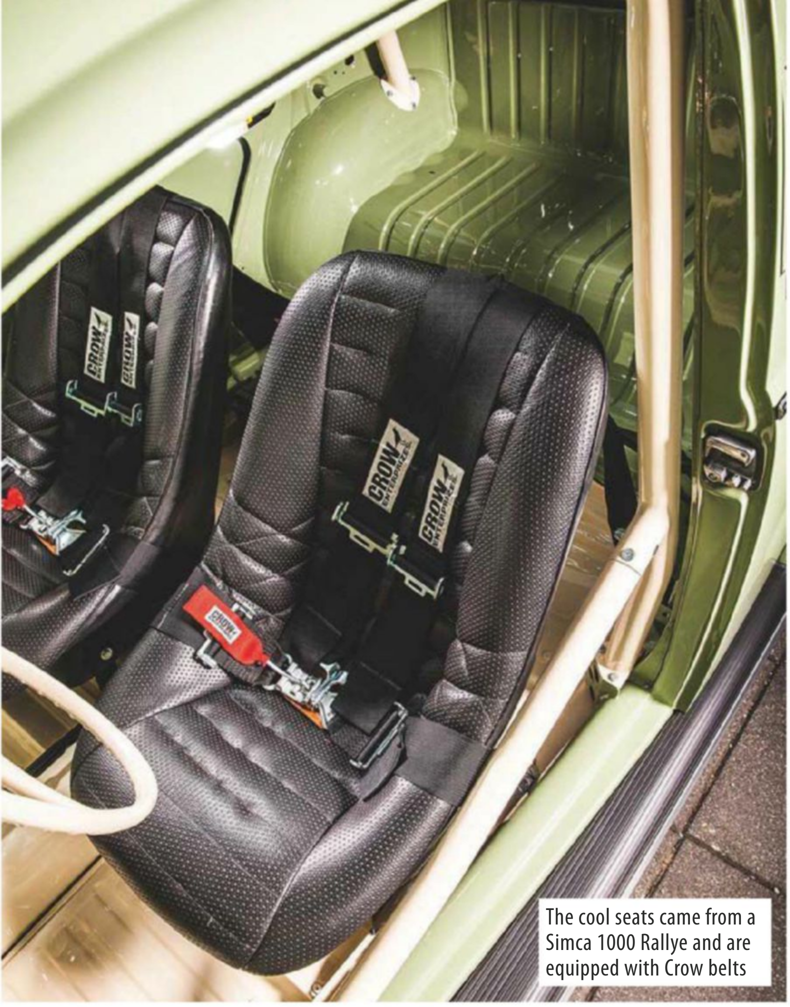
BODY: 1955 Oval Window; one-piece windows; Split bumpers; L11 Pastel Green
ENGINE: 2276cc Type 1 (82 x 94); CB crank and H-beam rods; 044 heads with 42 and 37.5mm valves; Pauter cam; Udo Becker manifolds; 44IDF Webers; 1 5/8-inch A1 sidewinder
INTERIOR: Simca 1000 Rallye seats; Sperrwolf locking shifter; Motometer rev counter
SUSPENSION: CSP front discs; modified rear drums with 19mm wheel cylinders; 19mm anti-roll bars front and rear
WHEELS AND TYRES: 6 x 15-inch steels; 145/65 and 195/65-15 tyres

On their way back home, Jens congratulated Michael on the deal. “It looks worse than it actually is,” said the professional coachbuilder. But it was to get even better. A few days later, when Michael sorted all the parts in his garage, he found the original owner’s manual and two driver’s logbooks in the glovebox. “The first one stated the name of the, I guess second, owner, Mr. Packmohr, the date he bought the car, plus the miles the car had on it when he got it. That was in 1962 and the car had done 44,990kms, which is equivalent to 28,118 miles. He listed every refuelling, every service and every replacement part used on the Oval.

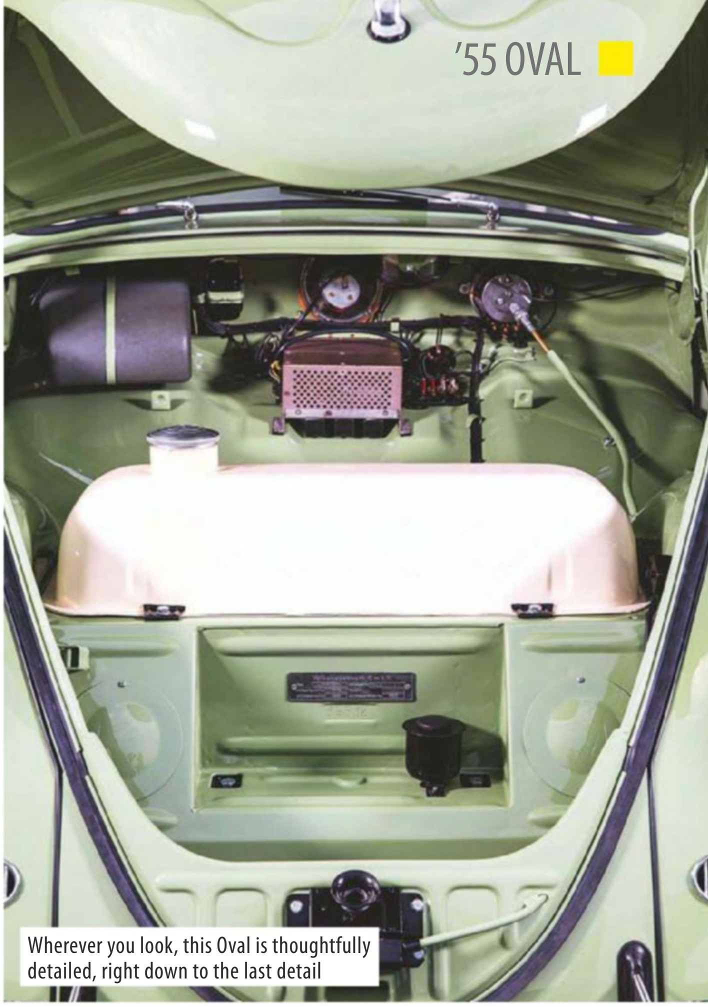
“In 2002, he noted the mileage at 150,995 miles, which was when he sold the car to the guy I got it from. Isn’t this amazing?”

Just in case

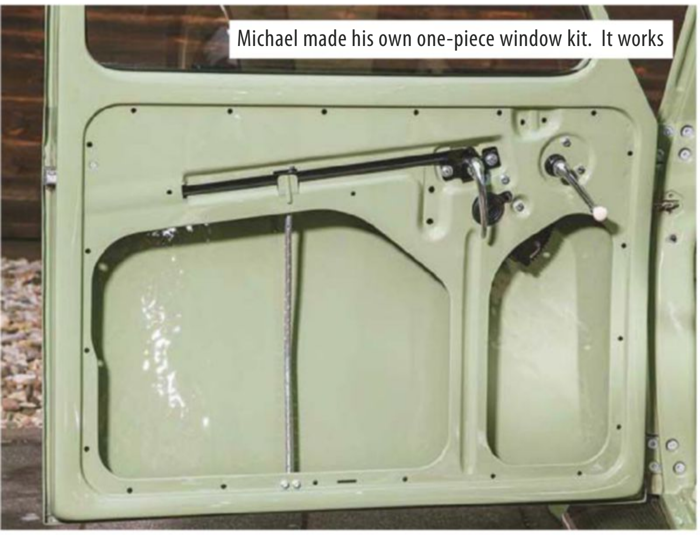
Before the restoration began, the matching numbers gearbox and engine were stored away. “I wanted to keep them just in case. Maybe I will get sick of a modified Oval one day. Who knows?” You know you won’t, Michael! But back to the plot. The father of two sanded the body back to bare metal and then, with the help of Jens in his FeinBlech Restorations workshop in Wannewitz, Germany, started to cut out the damaged and rusted sections. “We tried to save as much of the original sheet metal as possible. That’s why we straightened the bent front and rear parts of the car without using any repair panels.



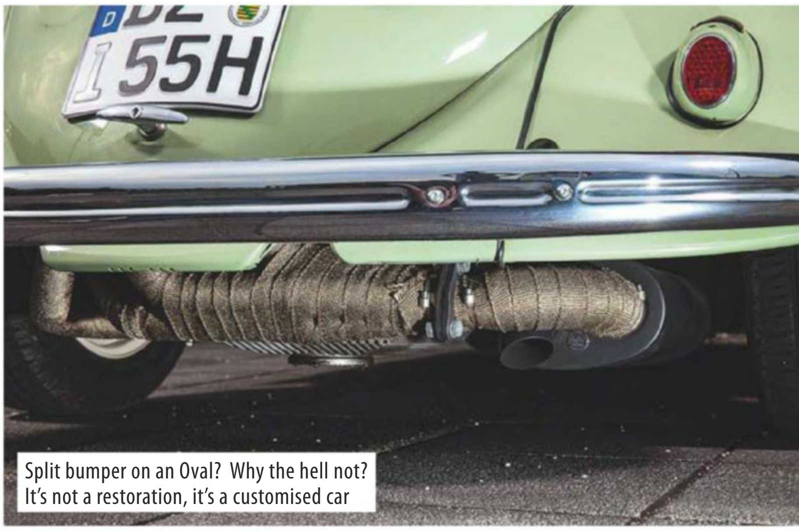
The cool seats came from a Simca 1000 Rallye and are equipped with Crow belts



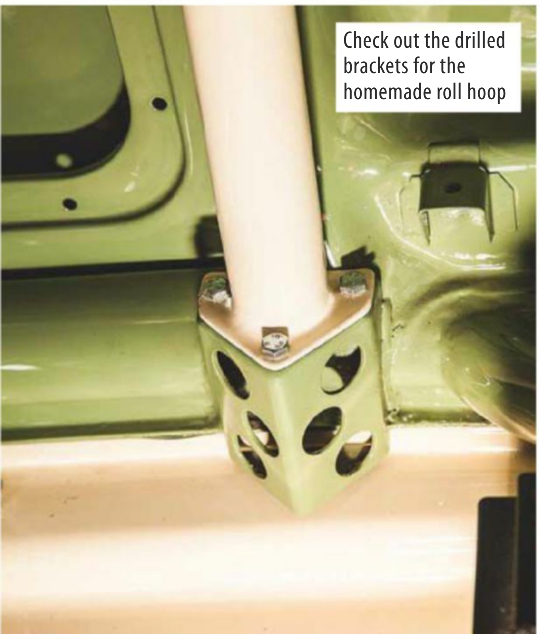
Wherever you look, this Oval is thoughtfully detailed, right down to the last detail



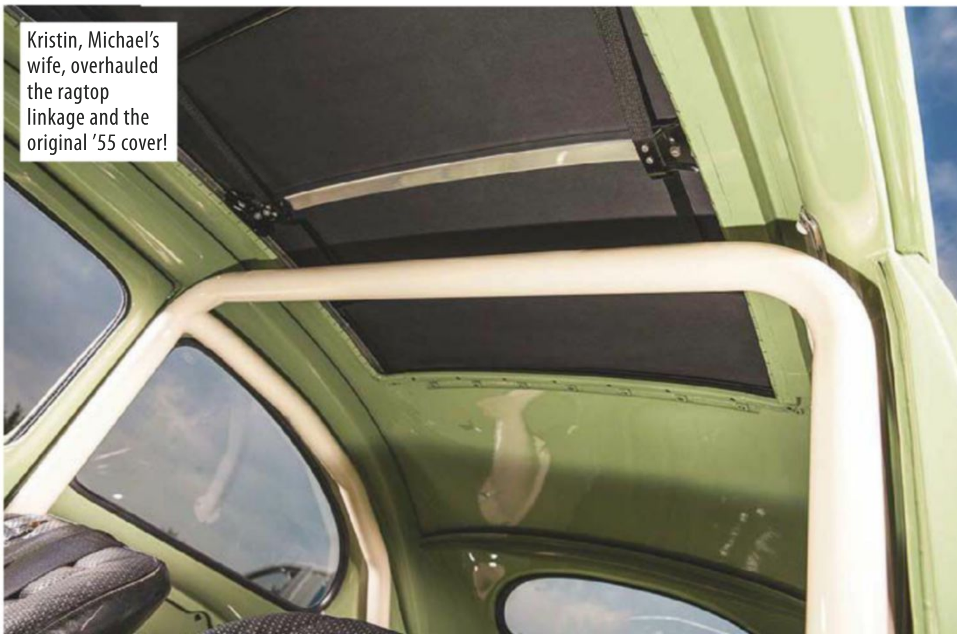
Michael made his own one-piece window kit. It works



Split bumper on an Oval? Why the hell not? It's not a restoration, it's a customised car

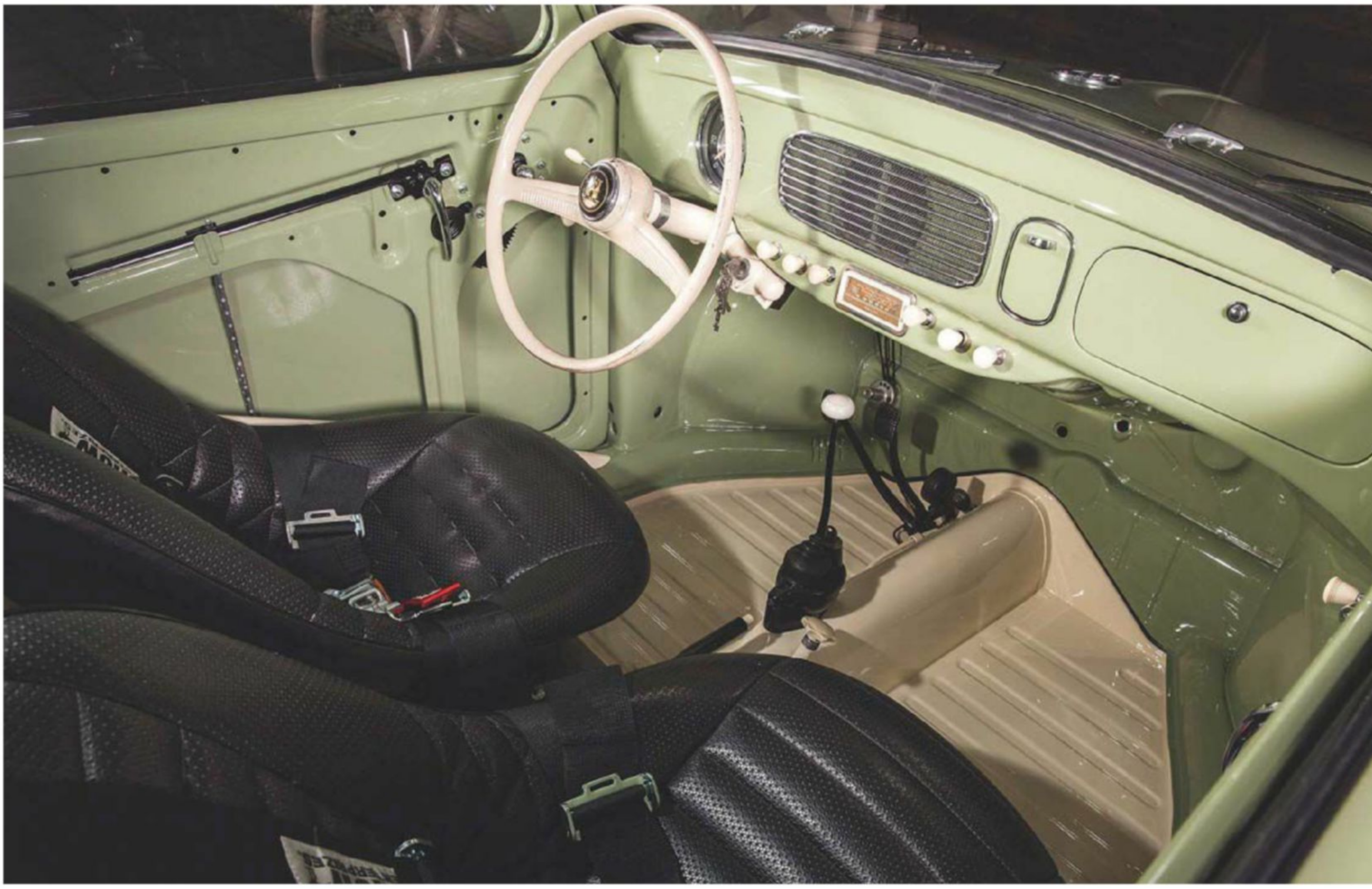


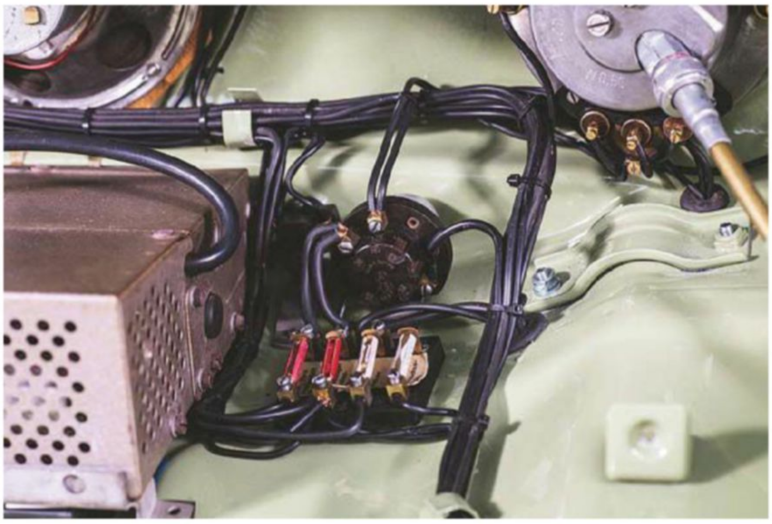
Check out the drilled brackets for the homemade roll hoop



Kristin, Michael's wife, overhauled the ragtop linkage and the original '55 cover!

“I’m an aesthete and can’t stand coloured wires”





Blackout! as the Scorpions once said. Michael fabricated the all black wiring loom himself

A stout 2276cc Type 1 engine propels the Oval with the Split bumpers

Spartan interior with stock steering wheel and Sperrwolf locking shifter. Doors have been left exposed to show off the paint inside

And because correct reproduction sills for Ovals weren't available in 2011, we crafted our own. As the semaphore boxes had been welded up, we used two pieces from a donor car. Then the doors, wings, boot lid and bonnet were all test fitted and aligned properly. Next was the roll hoop, which is handmade as well, mounted on drilled and welded brackets."

Man of action

As you can see by now, Michael is a man of action. He told me he envisioned the finished car before he even started to work on it. "That makes it a lot easier, because you don't have to worry about colours and other decisions. Some of the modifications came along the way, but I knew about the green and ivory colour combination, the Spartan interior and the Split parts from the beginning. Same with the one piece windows. I just like them, that's why I wanted them on the car. But instead of using a crappy aftermarket set, I made my own so they work properly."

The chassis had no rust at all so was just sand blasted before it went straight to the painter, together with the body. It was a tough job, because Michael wanted every part, outside and inside, to be perfectly finished as there was to be no carpet, no door cards, absolutely nothing to cover any potential imperfections.

Power-to-weight ratio

Michael's plan for the cockpit was for no more than two seats, a radio, speedo and a Motometer rev counter. In case you missed it in the pictures, it's integrated into the driver's sun visor. "I didn't want to drill any extra holes in the body", says the skilled mechanic with a smile. "Even though I was looking for a good power-to-weight ratio, I didn't go overboard and drill everything. Instead, I found some other ways to save weight, for example by making the seat rails out of aluminium and using lightweight Simca Rallye seats."

This quest for power leads to a very interesting rousing sound, emanating from the mighty 2276cc Type 1 powerhouse that resides in the engine bay, dyed in the familiar green and ivory colour scheme. Michael bought the long block used and built it up with Udo Becker manifolds, a pair of 44IDF Webers and a black ceramic coated A1 Sidewinder exhaust. If you look closely, you will notice all wires to the engine are black. And the whole wiring loom is made the same way. "I am an aesthete and can't stand coloured wires!" With that, a big grin spreads across Michael's face. "That's why the underside looks as good as the rest of my car. And it matches the performance of the engine. The front features an adjustable beam with a zero offset CSP disc brake kit, the rear is lowered just a bit by turning the torsion bars and retains drum brakes, modified to take 40mm brake shoes," Michael concludes the story. "Thanks mate", is my answer, "I think we just found a new feature car for *VolksWorld*." ■

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23369

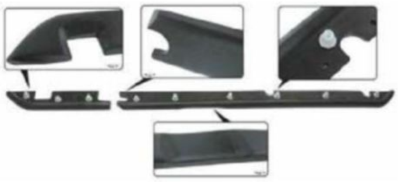
Steering Box Peg

There are no overhauled steering boxes available for the Volkswagen Buses until 7/1972 right now. The only valid option today is to repair your steering box using separate parts.

12669

Ghia Lower Dash Kick Pads

This new kick pad consists of two parts, one part fits to the left side of the steering wheel and the other part fits to the right side of the steering wheels, it includes all mounting hardware.



5655

Mechanical Fuel Gauge

This is not a reproduction from the original 1960's VDO fuel gauge but the genuine Volkswagen fuel gauge installed by the Brazilian VW factory.

22655

Fuel Gauge for Bay Window

No need to look for a second hand fuel gauge from now on, we have this new product available in our webstore.

26761

Top Quality Rear Corner

The form factor is perfect, these metal parts are also bigger than the previous models, they extend much higher above the tail light than the old models.

20502

Inside Mirrors

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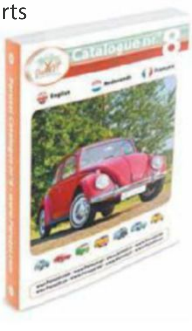

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No Paine *no gain*

Masterminding a restoration from another country is hard, but then having the finished car shipped to a different country for a show could have been a nightmare, but Mark Paine took it all in his stride

Words Mike Pye **Photos** Tom Gidden

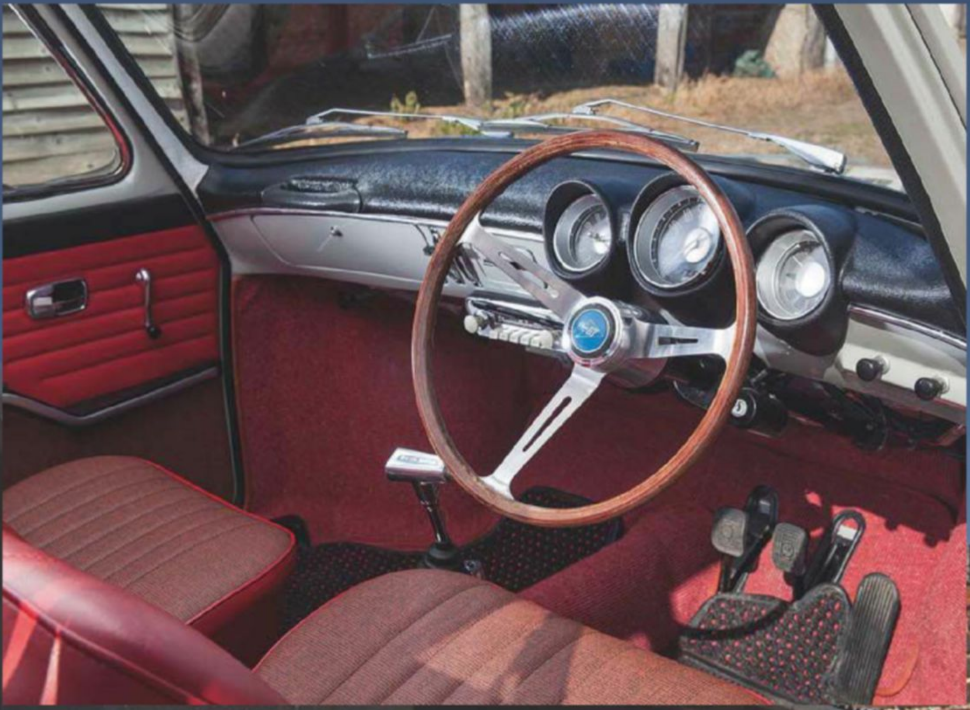
I'll be totally honest with you here, when we received an entry for a car for The *VolksWorld* Show saying it was coming from Australia we thought it was a wind up. Surely nobody would be prepared to pay those sort of costs just for one weekend? And what about the time taken, the potential for damage, the possibility of total loss… The list of reasons we came up with for this not being a realistic proposition were endless. But then it did look like a very nice Notchback, and we didn't have many other Type 3s entered for the 2013 show so, what the hell, it's not our money, or our risk, so we said yes, put the car in the folder and thought little more of it until we came to roughly positioning the cars in the week before the event. The girls in the office had kept in touch with the car's owner, Mark Paine, in the months leading up to the show and, even though he had no idea where the car actually was, he remained positive it would be there. When on the Wednesday before the show it still hadn't landed in the UK, we figured it was a no show. But then, on the Thursday, Mark called and announced with obvious glee that the car was at Southampton docks. All he had to do was wait for it to be cleared through customs, collect it and bring it to Sandown. "I had no idea what state the car was going to be in, whether there was any damage, how dirty it would be, nothing," explains Mark, "but thankfully it all worked out well and the whole thing turned out to be a great experience."

It was a great car too, better even than it looked in the pictures, and a real addition to that year's show. The confusing thing was, Mark isn't Australian, but English, only he didn't live in England at the time, he lived in Singapore.

VW for life

In the melee of the weekend, I never had the chance to find out the full story from Mark, so was very much looking forward to interviewing him for this feature. And what a story it is.

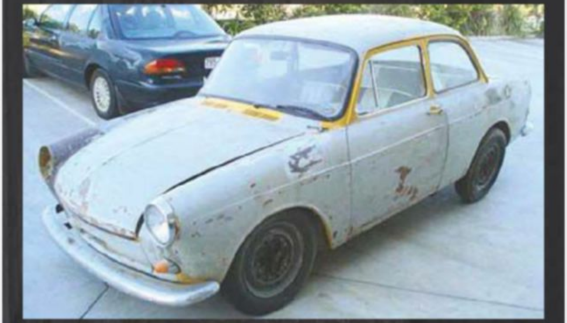
Like many of us now in our mid-to-late-40s, Mark is a VW lifer. He missed the first, but was at the second Bug Jam, has seen VW Action through all its various iterations and remembers when you could buy a useable Beetle for a few hundred quid and a Kadron sports exhaust for a score. "When I was at uni, I did all the work on my Beetle myself, maintaining it, fixing it – it would last a while, then I'd do it again. Just what



Initially Mark had plans to "go all EMPI" on the car, but in the end restrained himself to just an original 15-inch GT wheel. Shifter is a locking Gene Berg item

Like the interior trim, glass on Australian-market cars was sourced locally, hence the different stampings

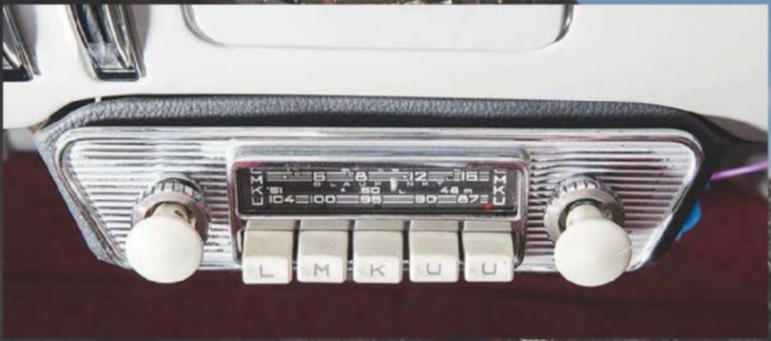
THE BUILD



The car was found cheap in a garden in Australia, hand painted in emulsion. It looked rough, but was actually pretty solid, requiring just small patches not major panels...

...well, maybe one. Driver's side floorpan half was replaced to do the job properly

What started as a quick blowover to ready the car for importation into Singapore turned into a great deal more than that. This is a real '100-point resto' car



Lovely period Blaupunkt radio has the correct Type 3 fascia that follows the contours of the dashboard

The colour split on the roof has caused much discussion, but Mark has done his research and is adamant this is correct for an Australian-built car. If you need more proof, it was in original paint under the emulsion…

everyone did back then.” Believe it or not, he even did his dissertation at university on customising VWs. “I was studying business and law, so did it from the business angle of the parts suppliers,” he explains. That led him into contact with people such as Mark Osborne from the German Car Company, and from there to setting up his own business, VeeDub Style, selling the popular VW products of the day. “Yep, I was heavily into it,” he says with a smile.

But then, as time and life progressed, Mark moved into financial services, which took him from England to Germany and then to Dubai and eventually to Singapore, where he currently spends six months of every year, while his wife and three children live in Berkshire. In a roundabout way, that sort of explains how we had a car belonging to an Englishman shipped from Australia to our show. Only it misses out the vital part of the story, which is the car itself.

“I’m a bit of a right-hand drive snob,” Mark continues. “I’ve got a few other VWs, and they’re all right-hand drive, but I didn’t have a Type 3. I’d owned a Variant way back when, which I loved, so I decided to look for a Notchback, with the idea of bringing it into Singapore to drive at the weekends.” Through the Split Screen Van Club forum he located the perfect car in Australia – a lovely, genuine survivor 1500S, push-button dash, the lot. But due diligence on Mark’s part elicited the fact that any old cars brought into the island had to be in pristine condition, and he felt this car was just too good and too original to justify buying and repainting just so he could import it.

TECH INFO

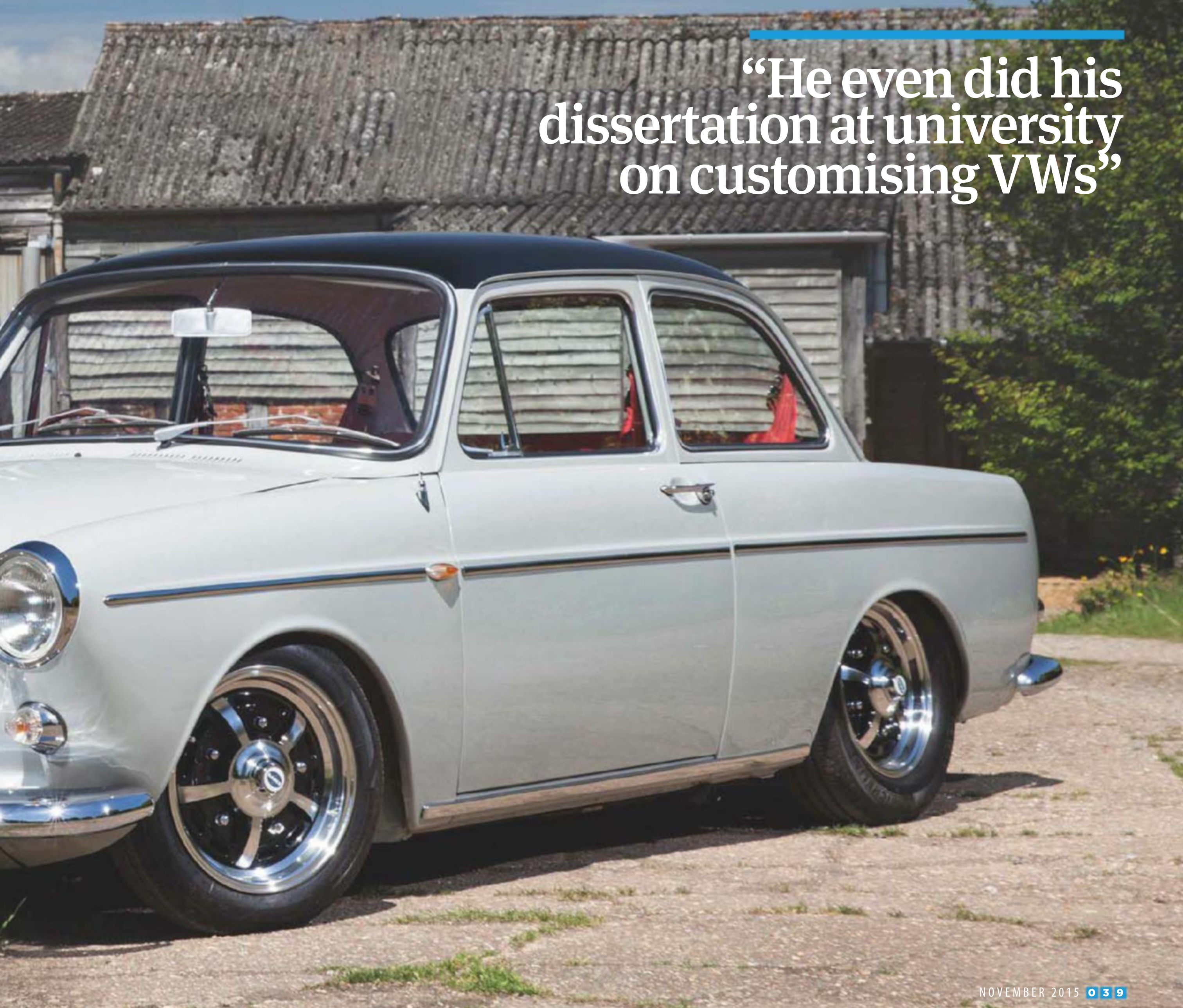
BODY Stock ’64 Notchback, repainted in original Fontana Grey and black
SUSPENSION Mildly lowered on the splines
WHEELS AND TYRES 5.5J alloy Sprint Stars; 135 and 205/65 tyres
ENGINE 1641cc pancake motor
INTERIOR TMI Red Mesh and red vinyl

Heads up

The contact he’d made in Australia put him onto Al Agyik at Däs Resto Haus in Burleigh Heads on the Gold Coast. “I told Al what I was looking to do, and asked him to keep an eye out for a Notch we could give a quick blowover and ship in. He called some time later to say he’d found the ideal car in someone’s backyard. It was a ’64 that had been hand painted in yellow emulsion, and he got it very cheap.”

During the process of stripping the emulsion off, a pale grey colour started to appear which, at first, they thought was primer, but turned out to be the factory-applied Fontana Grey. “I wasn’t sure to begin with as I thought it might just look like shiny primer, but I love the colour now, and it’s unusual as European Type 3s were never painted this colour,” continues Mark. That was just the start of an exciting journey of discovery about Australian-built CKD Type 3s.

“He even did his dissertation at university on customising VWs”



Initial ideas of just giving the car a quick blowover soon went out the window as Mark and Al got deeper and deeper into the project, so much so that it ended up being stripped to a bare 'shell, blasted and rebuilt and fully detailed from the ground up. Though the car was pretty sound, and certainly more sound than most European Type 3s, it still required some small rust repairs and a replacement 'pan half, due to some poor quality repairs in the past, but all the exterior panels are still the originals. To give you an example of the lengths Al went to with this car, rather than just plate over the speaker holes that had been cut in the parcel shelf, he cut some sound metal out of a donor Bay Window and made an invisible repair with a piece of original VW steel. "You know what it's like," says Mark with a grin, "you just get into it, to the point that you then start worrying whether you've got the right stitch pattern in the seats."

Seeing red

Being a customiser at heart, Mark had a few ideas of how he wanted the finished car to look so, while the quality of the work is of concours standard, he wasn't afraid to deviate from stock in some aspects of it. The wheels and ride height are obvious, the 1641cc engine less so, and the interior change would only be spotted by the most ardent Type 3 buff. "It was Mesh Grey originally, but the whole thing was all just a bit, well, grey, so we went with the red to brighten it up a bit." Willem at Platinum Trimming in Mudgeeraba, Queensland is a TMI agent, so had no trouble sourcing the Mesh Red material, and complemented that with some locally sourced red vinyl, which is exactly what would have been done on Australian-assembled VWs when they were new.

As a small insight into how fastidious Mark is about his VWs, have a look at the dash top in the pictures. Pretty good, huh? Well, that one was sourced in South Africa, but Mark was ecstatic to tell me he'd just recently found a mint one to replace it with. This man takes his VW very seriously indeed.

It's not just about the looks for Mark though, it's about the way it all works, too. "When you read magazines like *Octane* they talk a lot about the way cars drive, whereas we're more about the aesthetics. All my cars are built to look nice, but also to drive, so a lot of time has been spent measuring up to make sure the right length shocks are on it, that the anti-roll bar is fitted right and even that the tyre pressures are correct. I only get to spend six months of every year in the UK, but when I'm there I like to drive my cars as much as possible."

DIY Dave

"I know there's a lot of stigma attached to having cars built these days, but I've done the fixing it myself thing and these cars are worth a lot more money these days, so you don't want DIY Dave working on them. Luke at Terry's Beetle Services looks after this car for me now, and I know that as soon as I get in it it's ready to go.

"When I went to my first Bug Jam, I said to myself that one day I'd like to race a car on the strip there, and I'd like to have a show car there and win a trophy. Well, last year I raced my '54 Oval at Bug Jam, and at VW Action, and this year I won Top Other Air-Cooled at Bug Jam with the Notch. That was really nice as it was never built as a show car, I just wanted it done properly."

As you've probably gathered by the UK plates, the car never did make it to Singapore, but Mark's at peace with that. "There's probably only about 30 or 40 old VWs over here, and you're only allowed to drive an old car 40 days of the year, whereas with it in the UK, I can drive it for six months of the year and be part of a much bigger scene, which I love. And besides, we get a heck of a lot of rain out here..."

Of his three kids, son Matthew, 6, is the demon detailer. He loves going to the shows with Mark and helping prep the car for the show 'n' shine. Good lad

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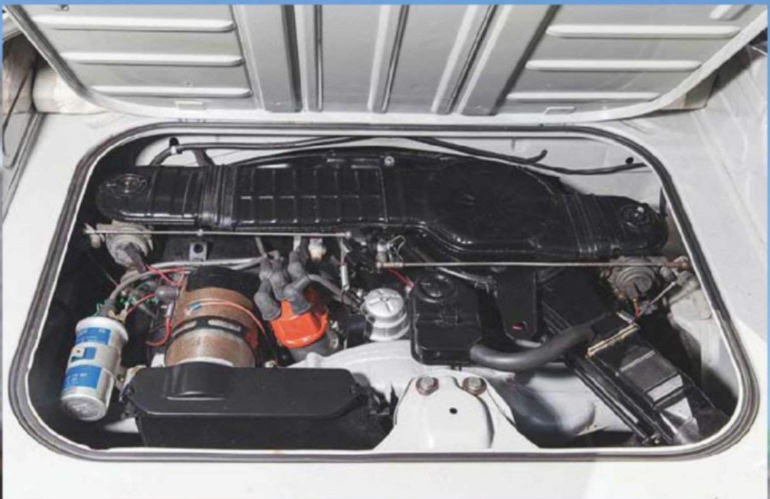
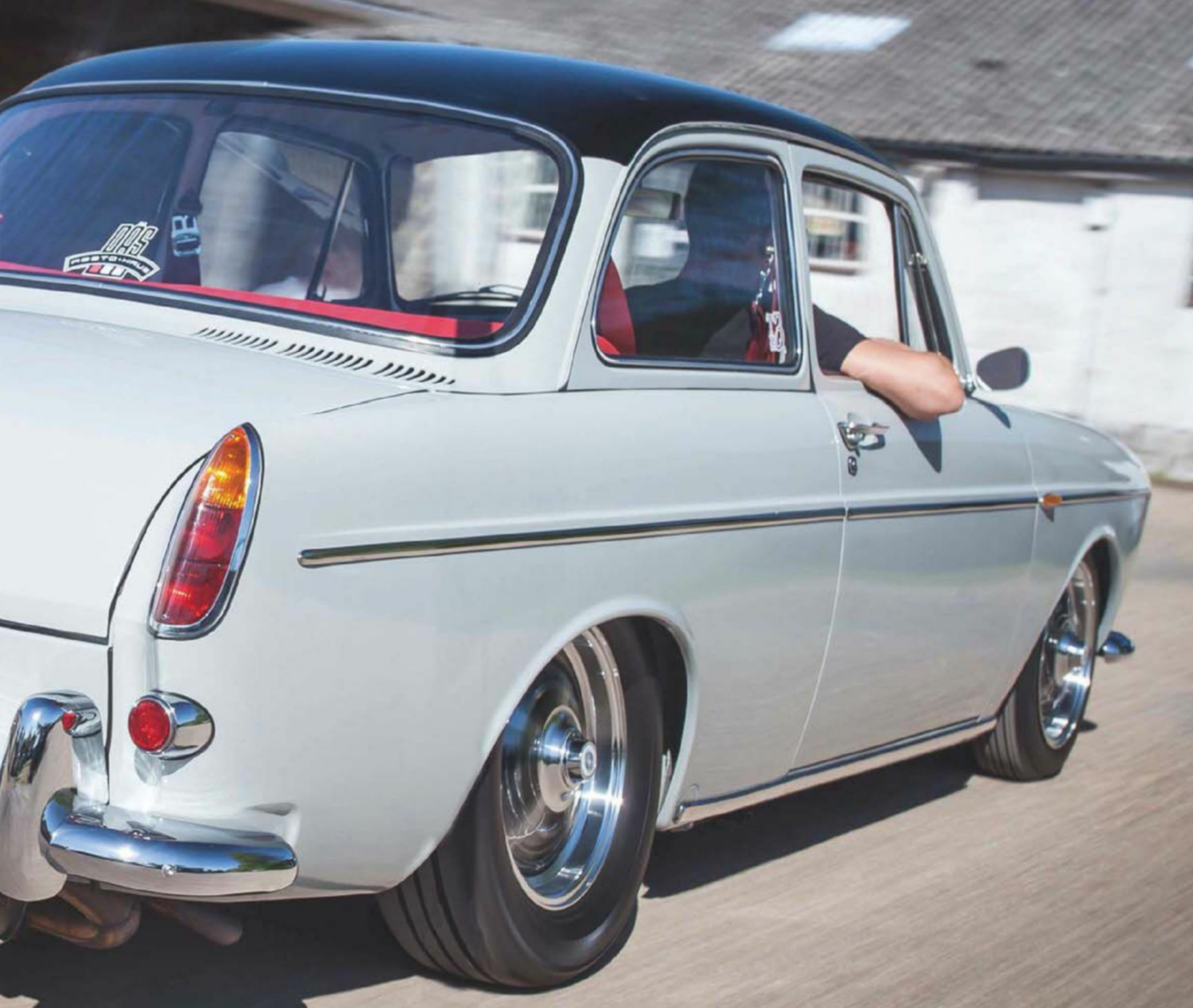
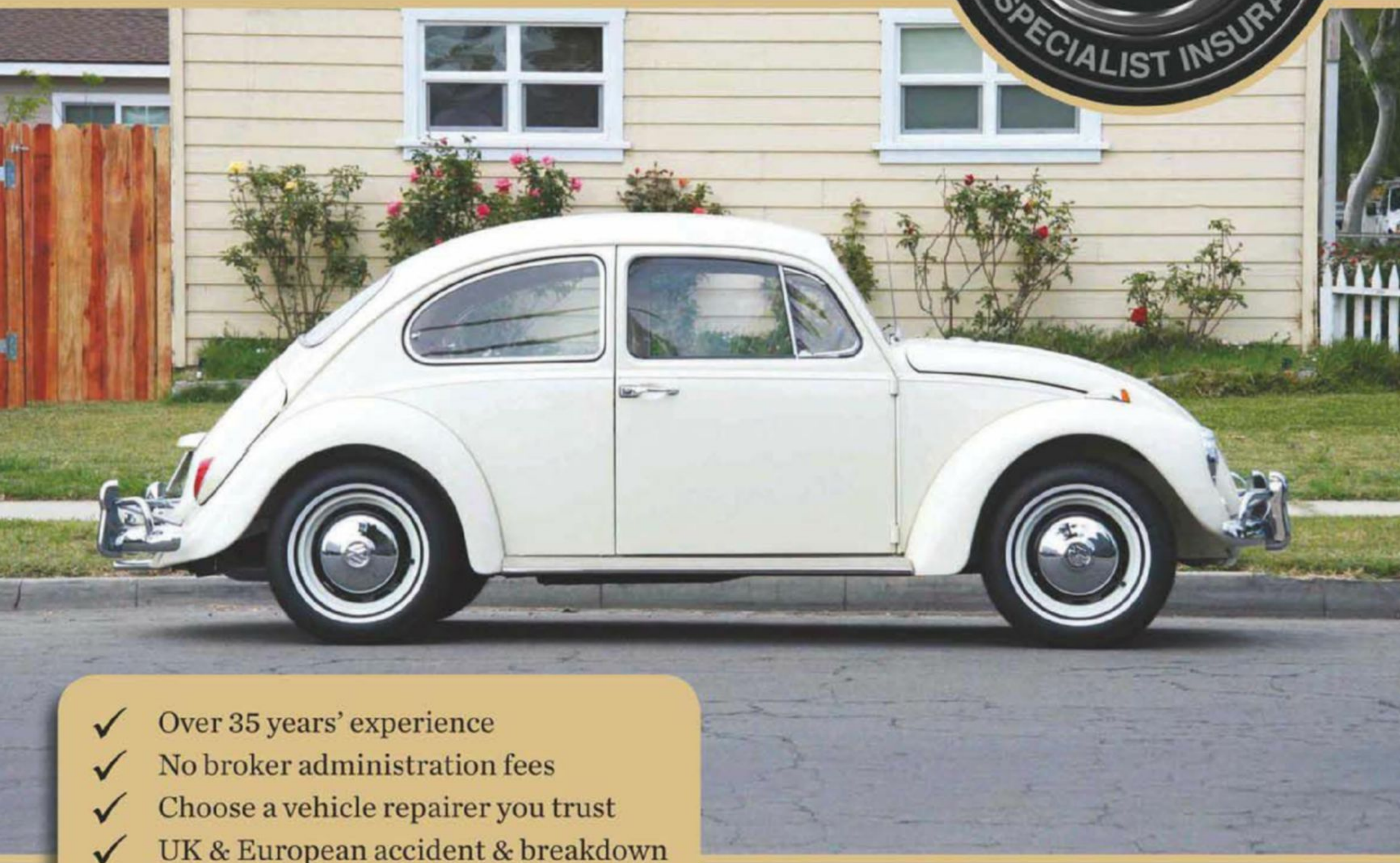


The original twin-carb engine was rebuilt and punched out to 1641cc

Mark's seen it, done it and not just bought the t-shirt, but sold them, too. He's still passionate about VWs though



"I like to drive my cars as much as possible"



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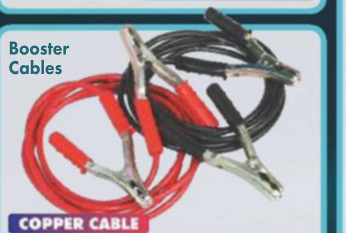

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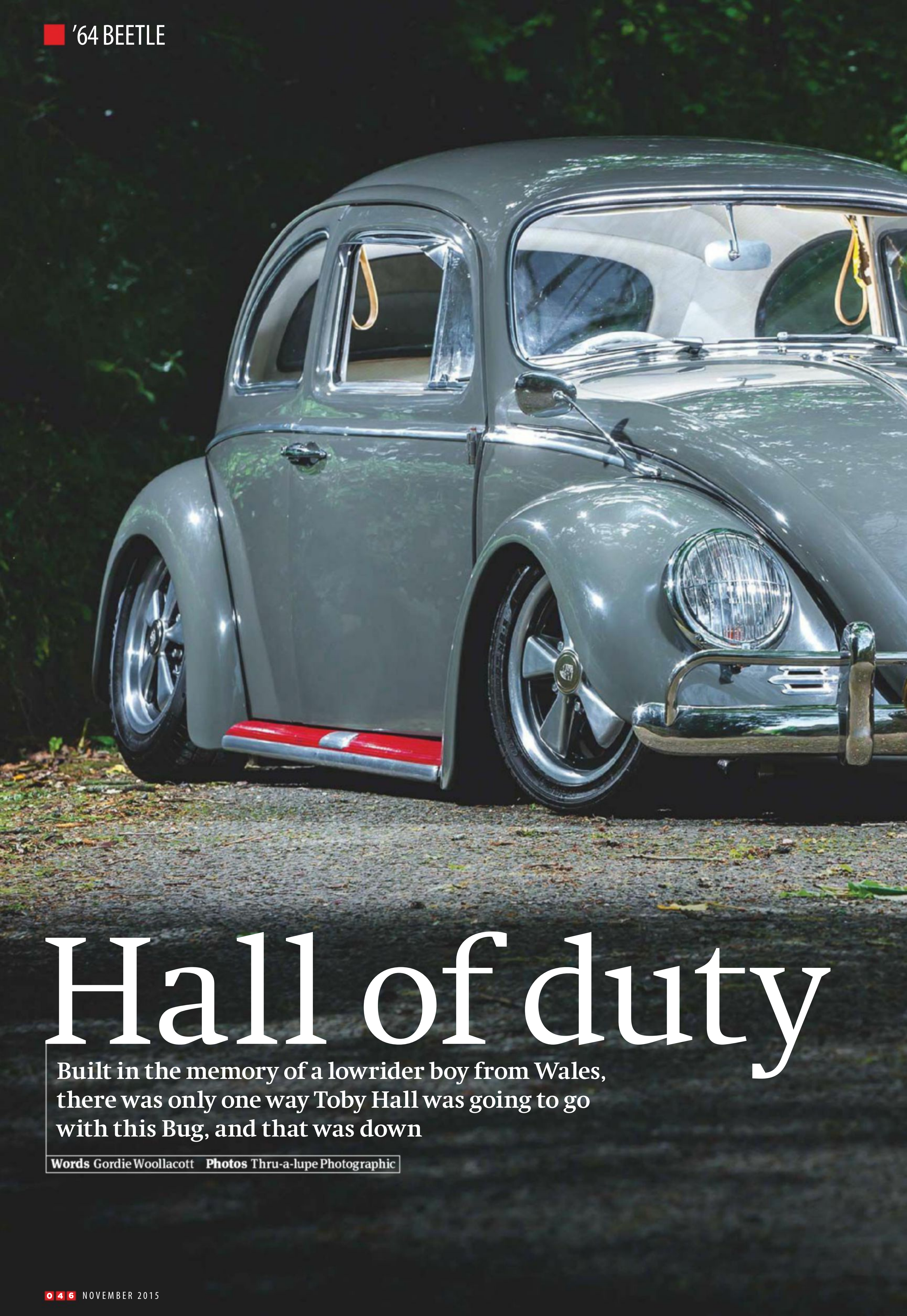


Hall of duty

Built in the memory of a lowrider boy from Wales, there was only one way Toby Hall was going to go with this Bug, and that was down

Words Gordie Woollacott **Photos** Thru-a-lupe Photographic

From being obliged to sell his first Beetle at the age of 15 because his dad wouldn't let him 'Baja it' to this German Folks-inspired Resto Cal '64, Toby Hall's one constant has been high-quality transportation. His love for all things automotive is not exclusively VW, as a snoop around his current fleet will tell you. "I've always got something interesting in the works. Amongst my keepers, like my Lambrettas and my Split Panel, I also have a '41 Ford with a Flathead that I'm working on at the moment."

It's this sense of openness to any kind of cool ride that laid the foundations for this original UK RHD '64 finding its way into Toby's possession. "Back in the day, I was in and around the Lowrider scene and met some good guys from Cardiff. They all had Bugs and things, but eventually moved on. However, one guy – Matthew – kept his and stored it in his garage."

The Bug Matthew couldn't let go of was, of course, this '64. It went through a period that most Bugs would have done well to avoid of wearing a coat of the ever-popular Ford Peppermint Green in the '90s. Fortunately, Matthew took care of that by stripping the car back and returning it to its original, altogether classier tone of Anthracite.

It remained stored in his garage like this for the best part of 15 years until his sad and untimely death four years ago. His parents were keen for the Bug to go to someone who would bring it up to something like the condition it is now, and it was Toby who received the 'phone call from a mutual friend, Jamie Ray. "It's certainly not the ideal scenario to purchase a car but, as everyone knew how much this Bug meant to Matthew, it just felt like the right thing to do, and it's been an honour to dedicate the build to his memory."

Starting with a solid base back at his Newton Abbot workshop made things a little easier for Toby. "The bonnet and wings were shot and the decklid needed painting but, other than that, it was in great condition considering the age of the paint job. There were a few runs here and there, but it had been laid on so well that we managed to mop it within an inch of its life and it responded really well," he recalls.

Surprisingly, the '64 still sports its original floorpans and heater channels. "You can see when you lift the back seats and on the bottom of the arches that it has had some welding, but nothing major, and what has been done is of a high standard. All the normal rust traps are clean and the floorpans show some nice original stampings," continues Toby.

The entire chassis had been treated to a deep coating of underseal that Toby removed and then refreshed with colour-matched stone chip whilst, at the same time, removing all the old bolts and replacing them with stainless steel versions.

"I normally wait until I have the car before deciding which route to take"

TECH INFO

BODY: Stock 1964 Beetle; repainted in original Anthracite; stainless steel towel rail bumpers; Albert mirrors
ENGINE: 1600cc twin port; progressive 32/36 Weber carb; Vintage Speed exhaust; custom tinware
INTERIOR: Original door cards; TMI seat covers; Type 3 full D horn ring; Simpson belts
WHEELS AND TYRES: 15-inch Fuchs replicas, 4.5 front and six-inch rear; 145/55s; 195/65s

Having been around the VW world for many years, Toby has seen fashions and trends come and go and has probably been involved with most of them at one point or another, but a nicely detailed, low 'n' slow Resto Cal was high on his to-do list, and this '64 was the perfect base.

"When I start a project, I normally wait until I have the car before deciding which route to take. Something will then just jump out at me and I'll head in that direction. It's normally a case of taking what you've got and getting the very best out of it that you can."

With plans for going super low already in his mind, most likely involving air bags, the last thing Toby was interested in was throwing money at a high-powered engine. "It's not what you want really when you're investing heavily in suspension components as well, is it?"

Instead, the original engine was pulled and treated to fresh 1600 barrels and pistons, a progressive Weber carb and a Vintage Speed exhaust. The usual service items were thrown in, along with some custom treatment for the tinware.

Stuttgart's finest

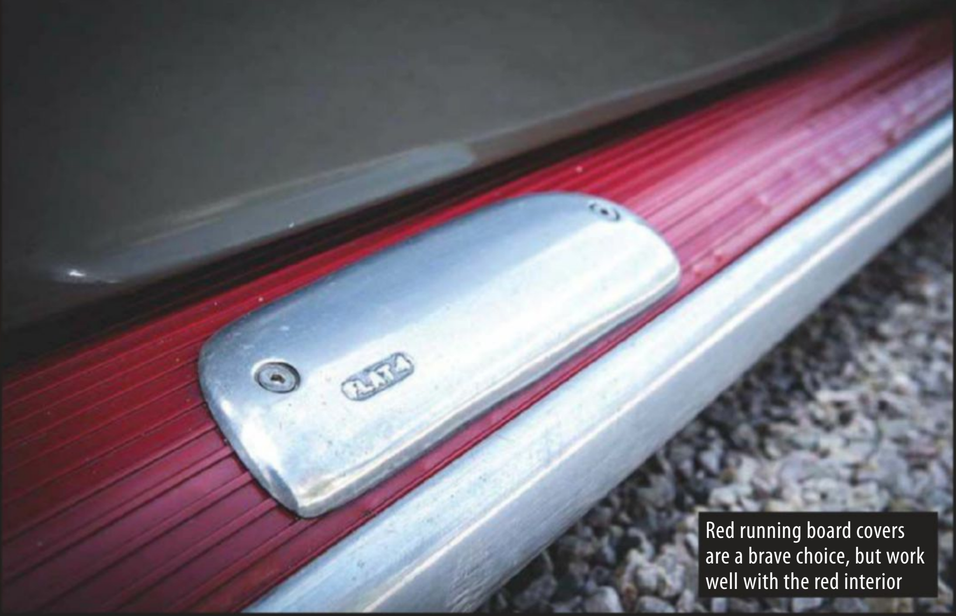
The clear winner in wheel choice for any self-respecting Resto Cal is, of course, from Stuttgart's finest, and Toby's '64 is no different. With this in mind, a set of blank rear drums were ordered up and drilled to 5 x 130. The front end proved a little more involved with a set of balljoint-faced dropped spindles finding their way across the Atlantic. These are built to accept stock 1500 Beetle disc brakes, but rather than just bolt some stockers on, Toby had a pair drilled for ventilation and to accept the Porsche Fuchs wheels. "I know there are many ways of going from wide five to Porsche, but nothing beats seeing a nice vented disc and some painted calipers tucked up behind the wheel, rather than trying to hide adaptors." The brake lines were replaced throughout, including extra-long flexible hoses front and rear to cope with the extremities of the planned ride height alterations.

With the moving and stopping boxes ticked, Toby threw himself into the stash of air suspension parts that have accumulated in his workshop over the years. Nice to have!

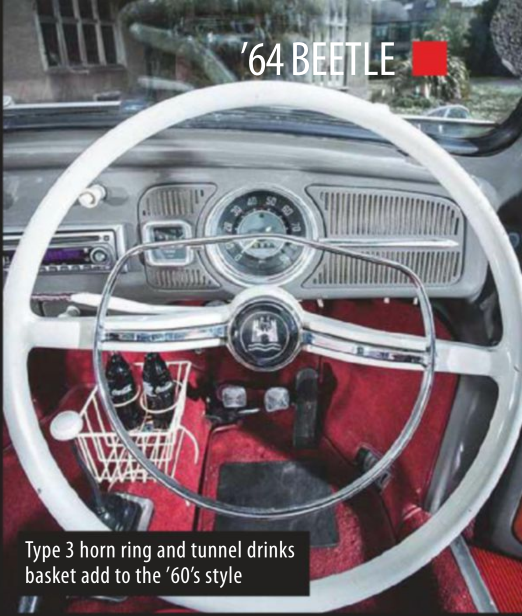
The hunt proved fruitful, turning up a

>

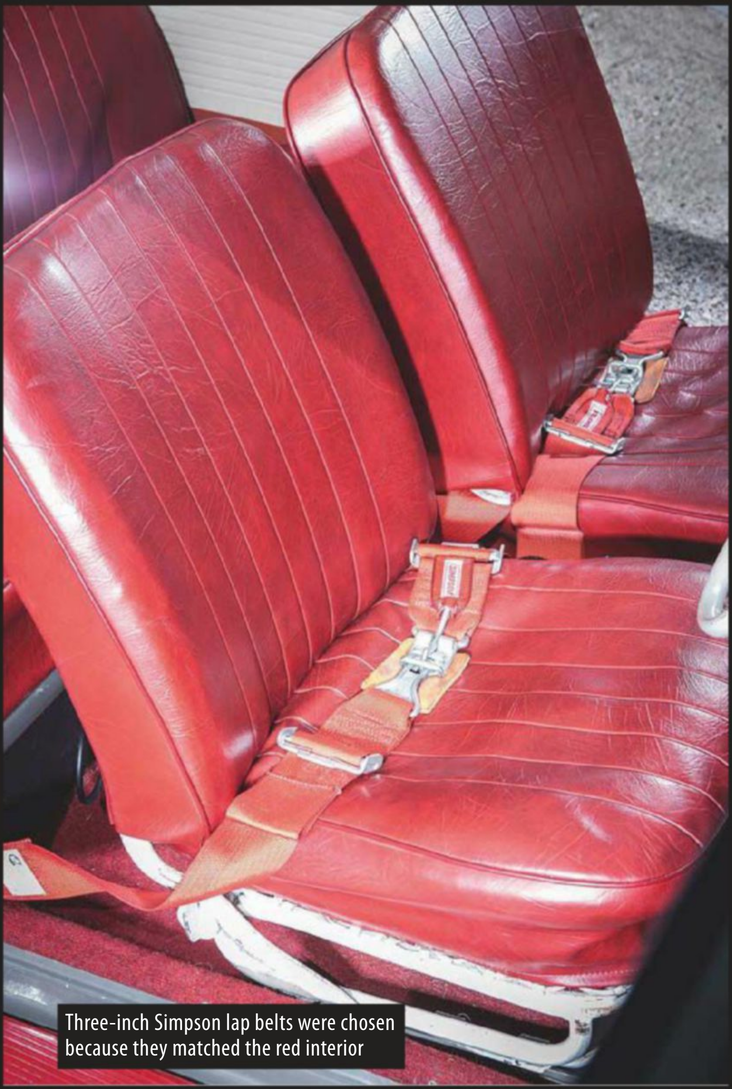
Stainless steel towel rails and Albert mirrors all scream Resto Cal



Red running board covers are a brave choice, but work well with the red interior

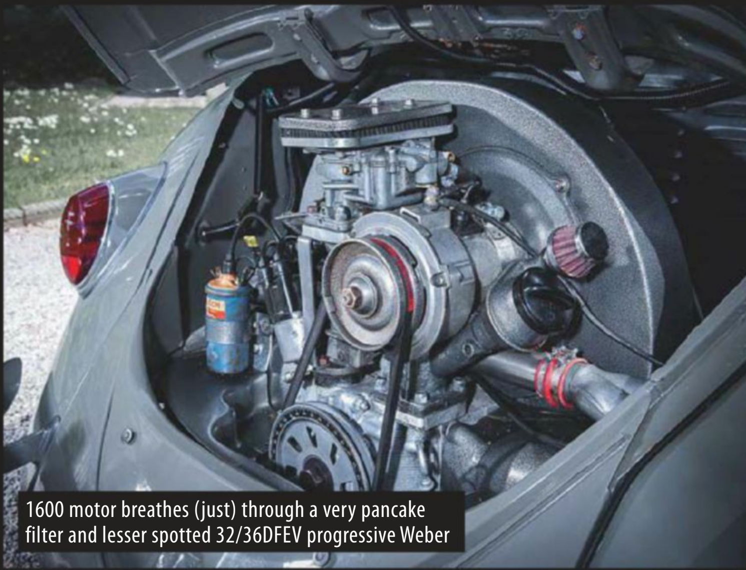


Type 3 horn ring and tunnel drinks basket add to the '60's style

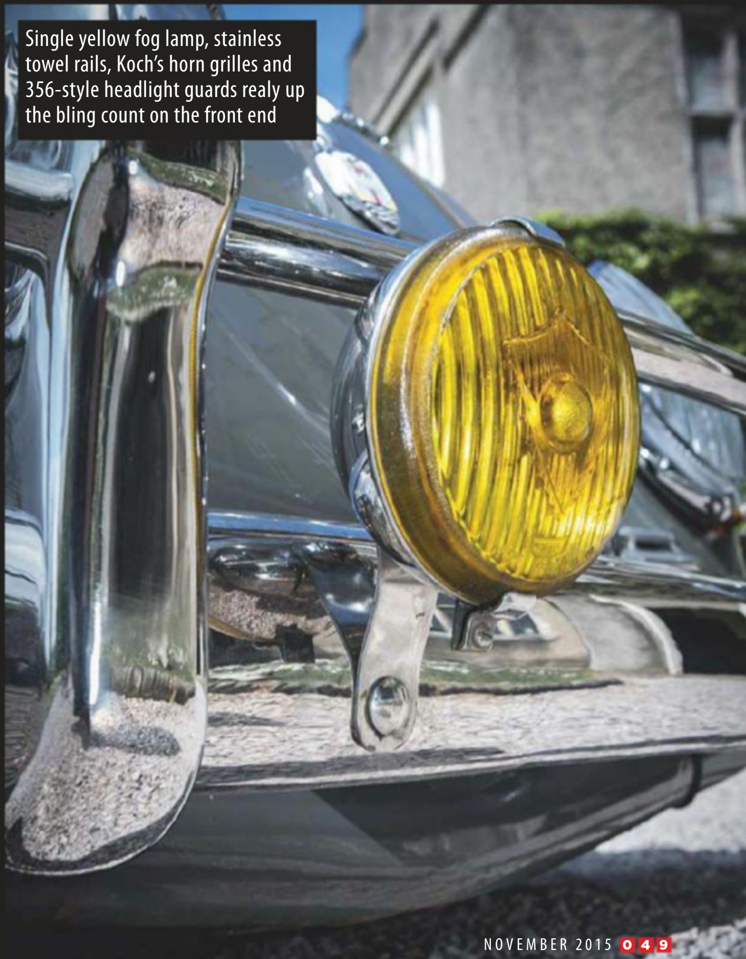


Three-inch Simpson lap belts were chosen because they matched the red interior

Porsche space saver doing what it does best



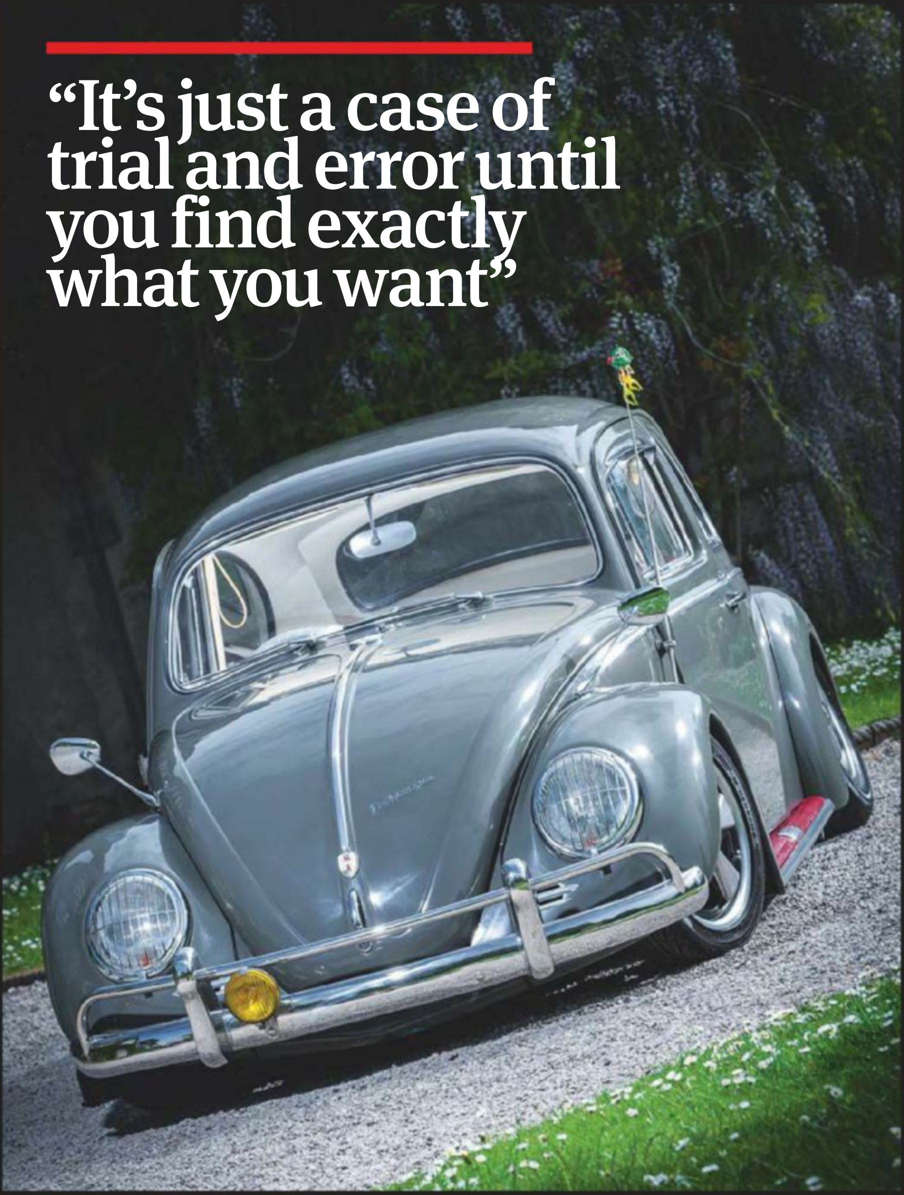
1600 motor breathes (just) through a very pancake filter and lesser spotted 32/36DFEV progressive Weber



Single yellow fog lamp, stainless towel rails, Koch's horn grilles and 356-style headlight guards realy up the bling count on the front end

SIMPSON

> “It’s just a case of trial and error until you find exactly what you want”



Was Jon literally falling in love when he took this shot?

Trago Mills carpet never looked so good. The rest of the interior is a combination of stock door panels and TMI seat covers

set of Volvo load-levelling air shocks that would be used for the front and a pair of Airlift Co. six-inch ’bags that would be ideal for the rear. In the first instance, though, the Bug needed to be low in its own right, and Toby achieved this at the rear by making his own dog-leg spring plates. The front is even more adventurous, employing a Jamar aluminium front beam, more often found on the front end of a sand rail. “It’s basically two tubes, a couple of billet end plates and a cotter pin for keeping the tubes in place. This is fine for a lightweight sand rail bouncing around the desert, but needed some mods to run safely on the Bug. I rotated the tubes to the equivalent of a Sway-A-Way kit and then had everything TIG welded in place.”

The front end required longer top shock bolts and, by moving the lower shock mount backward slightly, Toby has given the car a better chance of coping with the dark forces involved when you lower a vehicle to the extremes. Basically, the revised angle reduces the amount of pressure required in the bags to lift the car.

The ’bags are fitted on the rear on self-fabricated platforms, which bolt in place utilising the top shock mounts with strengthening over the gearbox. This means no mods have been made to the ’shell or chassis, and it’s fully reversible should the car ever end up in the hands of a buffer.

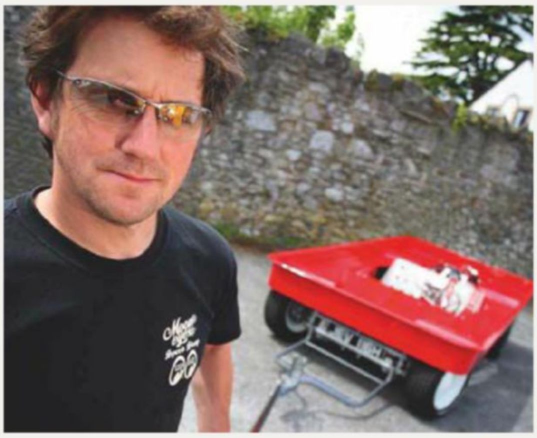
“The rear lowers in about a second but the Volvo bags on the front are pretty slow, even though I drilled them out to accept the biggest airline they could at 6mm. But they are tough, and do the job well, so it’s a small price to pay, especially as I had them in stock.”

Craving air

The front and rear work independently of each other and are fed the air they crave from a ¾hp compressor and five-gallon tank installed behind the back seat, under the parcel shelf. One incarnation had each corner working independently, thanks to the removal of the rear torsion bars and the leaves in the front beam, but, “It didn’t prove particularly reliable, and you could push the car down in one corner and watch it rise in the other! So I re-fitted the torsion bars, after having 8mm trimmed off them for an extra bit of height adjustment. This is what I really enjoy about VWs – you can play around a lot, and it’s just a case of trial and error until you find exactly what you want.”

Interior-wise, Toby complemented the original door cards with TMI seat covers and a self-made carpet set using material from Trago Mills – first mention in *VolksWorld* for the fabled south west department store? “The colour’s perfect. I had them edged professionally and they worked out great.”

In total, the car took Toby just four months to build and, after one or two tweaks, he started using it daily during this summer as he found it so nice to drive. So nice, in fact, that when our snapper, Jon, showed up to shoot it for the mag, he ended up buying it. “I’ve known Jon for a number of years and I knew he was keen on the Bug. When he came to photograph it, I just gave him the keys and he took it off on location. When he got back, I had to wrestle them back off him! Happily, we made a deal and he now has them permanently.” Don’t you just love a happy ending? ■



BEHIND THE WHEEL

At a particular pressure setting front and rear the Bug will drive like a stocker, but still has the capability to drop to the floor at the flick of a switch. At one point Toby had it sitting on the heater channels, but experience has taught him that doing so only leads to one thing – permanent damage. And in the case of a total system failure, there would be no chance of getting the car recovered, so he’s since set the car up so the lowest setting is now an inch from the floor. ■

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Auxiliary lighting, comfortable seats and breathing apparatus are critical when you're racing flat out for anything up to two days on dirt tracks

Sand scorchers

An insight into what it takes to build and race a Class 11 Baja Bug in the Baja 1000

Words Robb Pritchard **Photos** Brooke LaValley, D. Tobias Silverman and Robb Pritchard

In this great wide world of ours, as well as in the pages of this magazine, there is a full and vibrant spectrum of VW Bug owners. On one side there are those dedicated to preserving the originality and integrity of their venerable machines, polishing the hub caps and going out for a leisurely Sunday drive, if the weather is nice. On the other end of the scale, there are those that like to rip the glass and interior out and go racing in some of the world's most unforgiving environments,

Class 11 Bajas are as close to stock as they appear, with only minor suspension modifications allowed

Like all racing, it's not just about the driver, or the car, but the team behind them as well. You don't do this kind of racing alone…

“15 years of normal road use would equal about 50 miles on the Baja course”

competing in the toughest off-road competitions around, like the Baja 1000.

Surprisingly, considering the extreme terrain this Bug has been raced through, it’s an almost standard 1969 Beetle under the skin, with a 1600cc engine and only a few modifications, most of them for safety.

The interior looks like a race car, of course, because it has to be fully compliant with modern safety standards, so there is a full rollcage, race seats and five-point harnesses. Also indicating this is a car that goes where even more normal race cars don’t go are the GPS and new, state-of-the-art communication system, which is so new that even the top Trophy Truck teams don’t have them yet.

To find out a bit more about it, we caught up with Jim Graham, the man behind Team Desert Dingo, to find out what it takes to prepare a Beetle for an event like the Baja 1000.

“I’ve loved Bugs since I was a kid, but never imagined racing one, not until I saw the film *Dust To Glory*, a sort of documentary of the 2003 Baja 1000. After that, I just had to find a way to do it.

“Trophy Trucks [the top rung of the off-road race car ladder, with silhouette pick-up truck bodies over spaceframe chassis and rorty V8s-MP] cost about a million dollars, so that was out of the question, but I thought a Class 11 Bug would be a great and cheap car to go racing in. I was wrong. ‘Cheap’ is relative, but everything about racing is freaking expensive, and it’s certainly not just a case of picking up an old runner off craigslist and painting some numbers on the side.”

Jim and Team Desert Dingo have entered the Baja 1000 five times now and not yet finished, but they’re determined not just to finish, but to win their cass

Cut, weld, pray

“If you think about it, a car is designed to operate on streets, and for a normal lifespan. 15 years of normal road use would equal about 50 miles on the Baja course, so basically we strip the car down to a bare ’shell and rebuild it from there, reinforcing everything as we go, re-welding seams, incorporating the rollcage, reinforcing the shock mounts, stuff like that.

“We can do a little suspension modification, as obviously there is no way the original shocks and springs could cope with the terrain, so special racing shocks are allowed, but you have to keep the stock two-inch barrel. Because they take such a pounding and heat up so much you can have remote reservoirs, but there's a limit on the travel you can get out of them because of the mounting points. People get pretty creative with that one though. That and strengthening the shock towers is key as they have a tendency to break, so we re-weld them, add gussets and pray.

"We've done pretty much everything to ours, and are constantly experimenting within the bounds of the rules."

Round shoulders

"We also run with bigger tyres and we've experimented a lot with different ones over the years, such as vintage military Jeep tyres. They have rounded shoulders on them so when you're driving through deeply rutted tracks they make it easier to steer. If you take a normal off-road tyre with a square shoulder, the edges try to climb up the ruts and the driver is constantly fighting the steering.

"We're running General Tire 7.00 x 15s right now. Actually, if we added a windscreen and indicator signals the car would be road legal, but because they are not necessary for racing, we leave them off. Some people in our class drive to the races, and sometimes drive home again, but we trailer ours to events.

"No matter how good your car is, the most important part of being successful in the Baja is logistics and support. Logistics doesn't sound sexy but, in this type of racing, it's absolutely crucial, because if you don't have the right assistance in the right place at the right time you're not going to finish. Simple. We run multiple communications systems in the car. We have the GPS and RFID trackers that are required by the race organisers, and we have a radio we use to communicate between the race car and the chase trucks. But our new secret weapon is the Iridium Go! wifi hotspot that allows us to communicate with the chase vehicles and our race operations, pretty much anywhere in the world. These are brand new and we're one of the first teams to incorporate them. They're awesome and a game changer.

"Big things that we can't carry, like spare transmissions, tyres, things like that, are on the chase trucks, so if we break something now we don't have an issue contacting one of the chase trucks to meet the race car and do the repair on the course. We've changed transmissions at the side of the road before. It takes about two hours to change one, and we've gone through three in one race before.

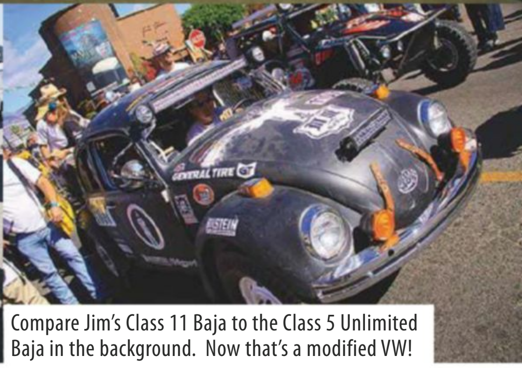
Forces of nature

"One of the best things about racing an old VW is that race fans absolutely love them. Don't get

1107
SCORE
Wallentine Motorsports

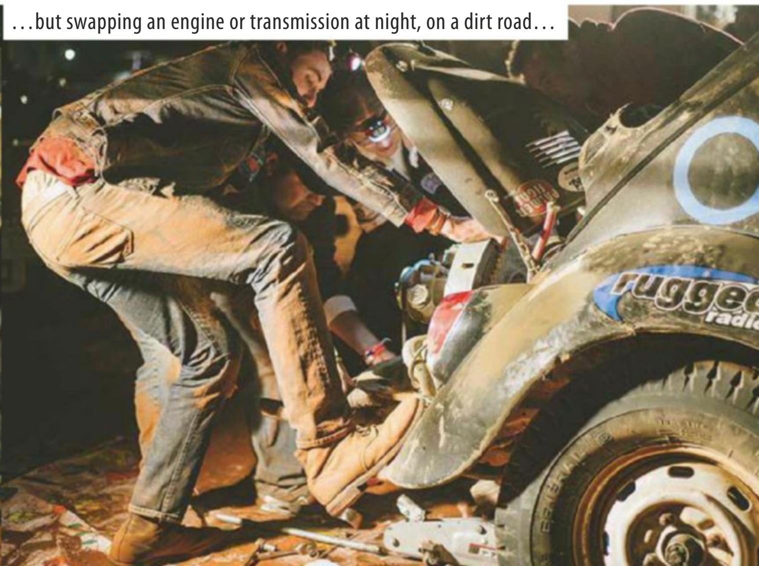
Of the 26 Pro classes in SCORE competition, Class 11 is the least modified VW class, called Stock Production Sedan. Google SCORE Class 11 to find out the full technical breadown

Remote reservoirs for the dampers live under the bonnet



Compare Jim's Class 11 Baja to the Class 5 Unlimited Baja in the background. Now that's a modified VW!

It might only be four bolts...

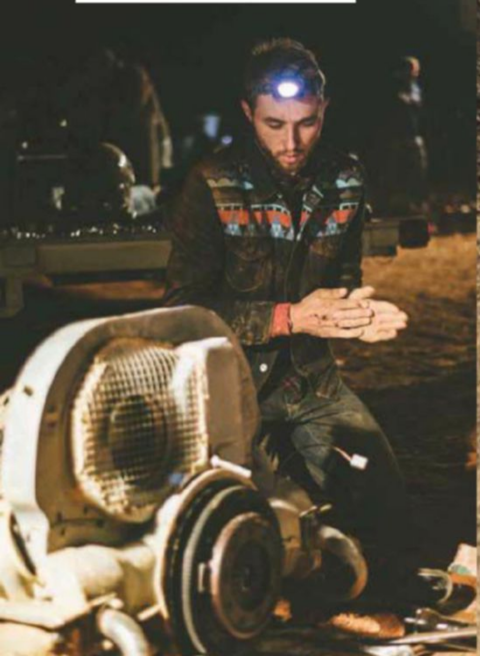


...but swapping an engine or transmission at night, on a dirt road...

me wrong, million dollar, 1,000 horsepower Trophy Trucks are forces of nature when they're racing, but the fans love us, too. They say we're either heroes or insane for doing what we do.

Personally, I lean toward insane, especially seeing as the very first race we did was the Baja 1000 itself. That's like thinking 'hey, I should take up jogging' and then the very first thing you do is an Olympic decathlon. We were total noobs and a noob mistake took us out. When we attached the skid plate under the engine, we used bolts that had the heads protruding below the skid plate. Naturally, they got sheared off in the course of racing, the skid plate

...is a very different kettle of fish



"They say we're either heroes or insane for doing what we do"

“30 miles from the end of the 250-mile course we got rear-ended”

The slower cars start at the back of the pack, so often have to contend with a torn-up track, too

eventually fell off (we never found it) and then, with the bottom of the engine exposed, we hit a rock that sheared off the round oil filter plate. Game over.

“We’ve learnt a lot since then, though, and have started the Baja 5 times now, but have never managed to finish. Yet. There are a few reasons for that. They work out the maximum time to complete the course by dividing the full length by 26km/h, so you get 45 hours, which sounds fine. But we have the least modified cars and go nearly last, so have to drive on a completely chewed-up course, and that’s nearly impossible. The plan is not to just finish though. We will win our class, we are not going for less than that!”

That’s racing

“The last race we did was the legendary Mint 400 in Las Vegas in mid-March. It’s another crazy tough event we’ve never finished, although we came really close this time. We were about 30 miles from the end of the 250-mile course when we got rear-ended by a Desert Lite truck. On a Bug, of course, everything important is hanging out the back so the impact took out the decklid, damaged the fan and ripped out an oil cooler, so that was us done. But such is racing. The

You know conditions are brutal when even your wing mirrors need rollcages!

With even short races like the Mint 400 being 250 miles, it’s a marathon not a sprint. Maximum race time for last year’s Baja 1000 was 45 hours

Interesting fact no.1: the first ever Baja 1000, in 1967, was won outright by a VW – a Meyers Manx Buggy, driven by Vic Wilson and Ted Mangels

other the guy was very apologetic and offered to give us money to help with repairs, but I said an apology was sufficient as, if you can't afford to repair your car, you probably shouldn't be racing.

"For the future, everything is aimed towards the Baja 1000 in November. The bodyshell is three years old now so is due for a swap but by now I think we know what we need to do and have everything in place. I keep telling my mentor, Eric Solorzano, who's won the Baja 1000 nine times in Class 11, that I will beat him. He laughs. We'll see!"

Virtual reality

And what about a 928bhp four-wheel-drive version of the Desert Dingo Baja? Well, it exists, virtually, at least.

"Amazingly, Forza contacted us about including our VW in their new game. At first I couldn't understand why, seeing as it's full of Ferraris and anything out of the Pagani shop, but they assured me people would love it.

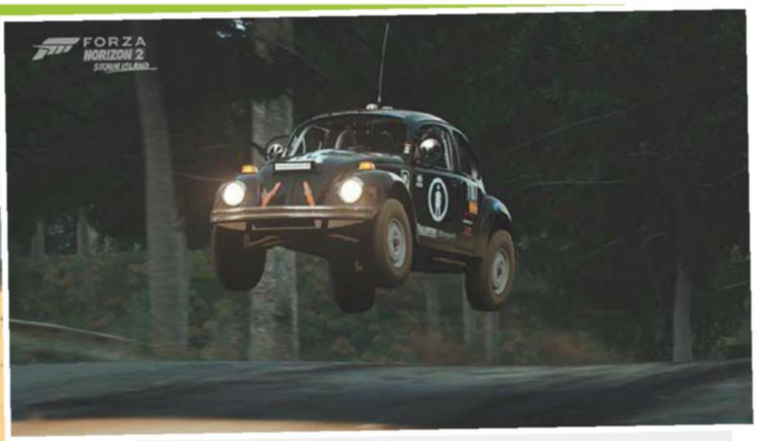
"A photographer spent a couple of hours shooting it from every conceivable angle, and I heard that when the images were sent to the art department the first question that came back was, "Do we have to put all the dents in it?"

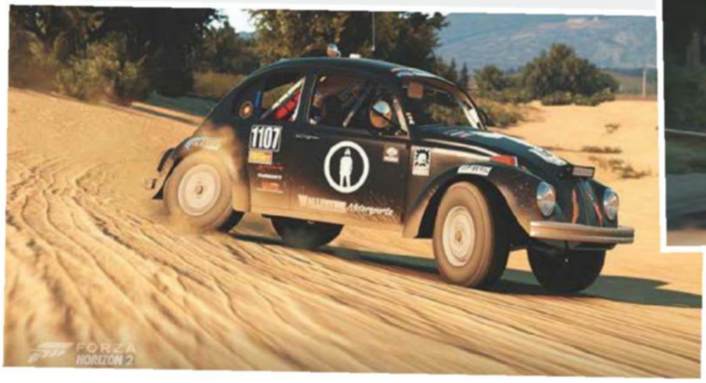
"For months we were under a non-disclosure agreement and not able to tell anyone about it. It was agony, but now it looks amazing, and having your car in a world famous computer game is just as cool as it sounds! And I get an amazing amount of street cred in the local video game store!" ■

Go on, admit it, you're a little bit tempted, right?

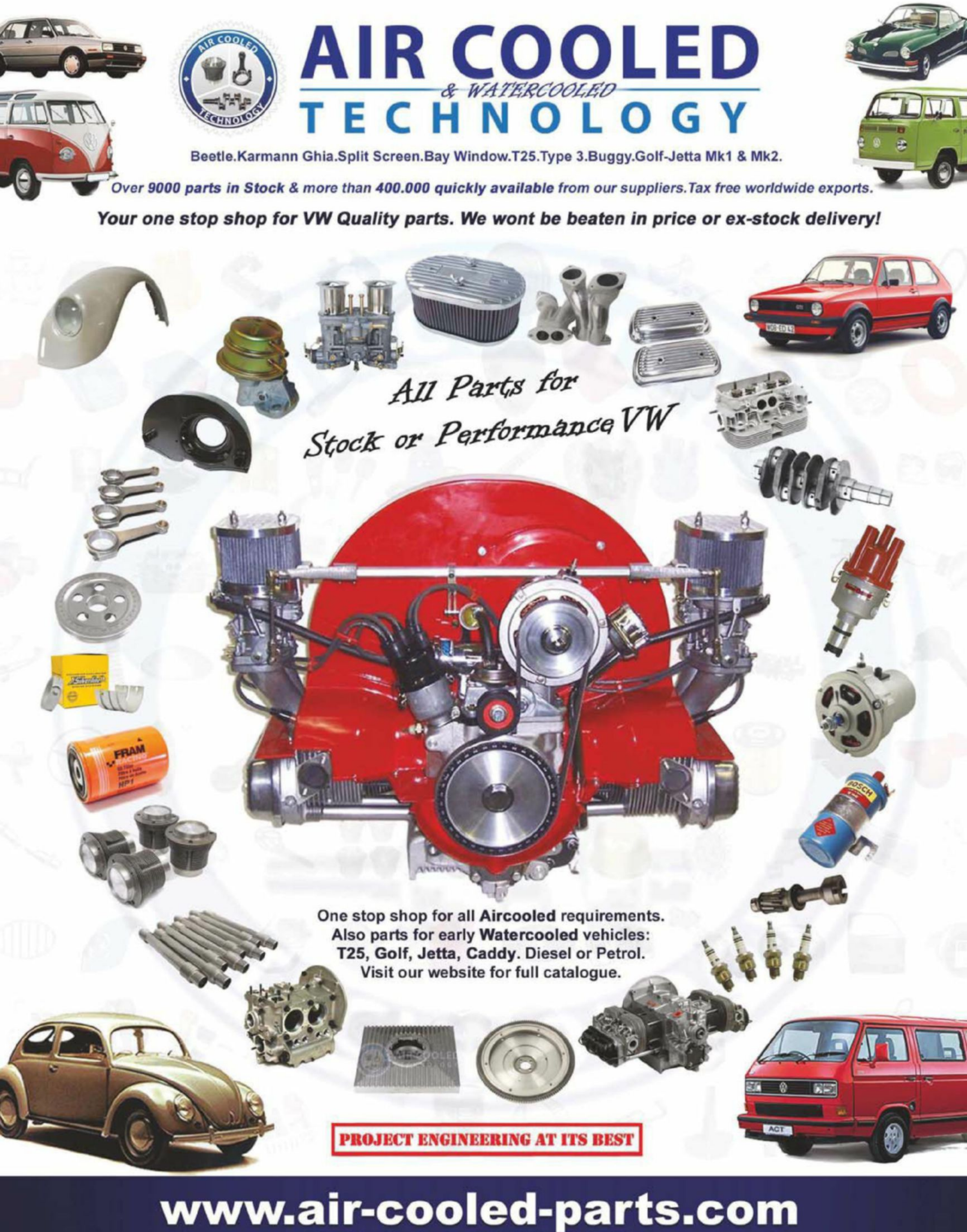
DRIVE IT YOURSELF!

If you don't have the *cojones* to build a car like this and enter the Baja 1000 yourself, don't worry because you can get behind the wheel of Team Desert Dingo's Baja Bug in Forza's Horizon 2 on your Xbox 360 and Xbox One consoles. ■





< ^ Jim was stoked when he received a call from Forza saying they'd like to replicate his Bug as one of the cars you can choose in the popular video racing game



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The first rule of air-cooled VW ownership – always check the oil

Inventive use of water bottle holders meant less trips back to the tent for this enterprising individual

The Volvo Saffron Pearl paint on Jason Swan's '75 Karmann Cab really glowed in the sun, when it came out at least. Full feature coming soon

Fancy dress is a massive part of the Jam. This year Mexicans…

Time to Jam

Number 29, and still going strong, just different

Words Matt Elms **Photos** Julian Hunt and Matt

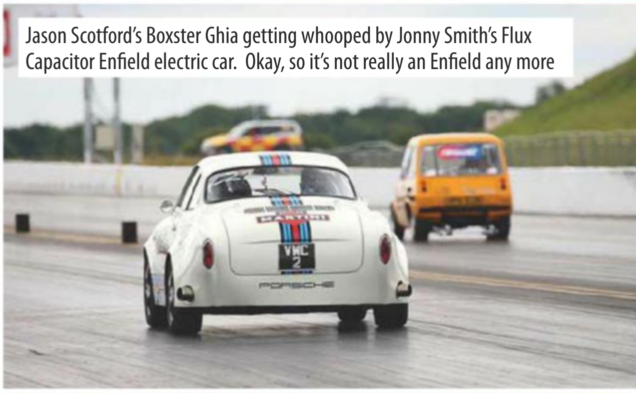
Where do you start with the mighty Bug Jam? In European terms, it's the show of all shows and the biggest party weekend on the VW calendar. But that's not to say it's the same every year – there have undoubtedly been changes since I first went in 1990. The hours of tailbacks to get in and out have made way for staggered journeys, the amount of VW racing varies and, where once this was *the* show to debut your car at, let's just say the importance of the show 'n' shine has waned. Probably the biggest difference, though, is in the balance of air and water-cooled cars at the show. Would you believe this year's show 'n' shine winner was a Mk4 Golf! At Bug Jam?!

Friday and Saturday were great days for racing, as the weather was bright and warm. Notable runners included Chris Lambourne, who beat a Touring Car on his way to winning the air-cooled Bus class. Not everyone was so lucky though, the Fireforce jet car had engine trouble and rain and wind on Sunday challenged the quarter mile.

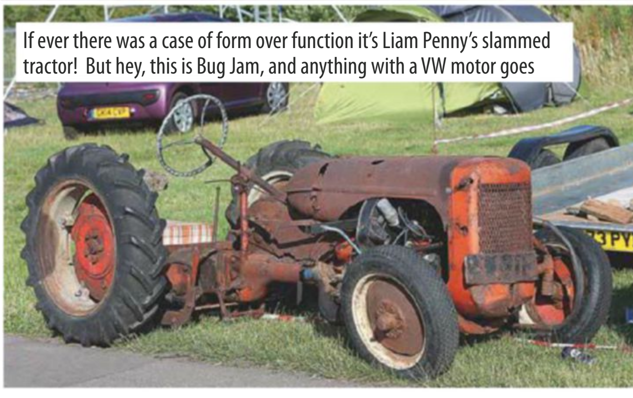
Nevertheless, Sunday's show 'n' shine was well attended and, although I dislike the word 'diverse', today's scene really is. Prizes were won by Type 3s, a Ghia, a Sharan, a Polo, various Beetles, Buses from 1958 to 2011 and a slammed tractor!

Let's be honest, you go to Bug Jam to have fun, and partying was obviously a key part of the weekend, but overall things felt a lot more chilled than they have in the past. But one thing's for sure – it's Bug Jam, so we'll be back in 2016. ■

Jason Scotford's Boxster Ghia getting whooped by Jonny Smith's Flux Capacitor Enfield electric car. Okay, so it's not really an Enfield any more



If ever there was a case of form over function it's Liam Penny's slammed tractor! But hey, this is Bug Jam, and anything with a VW motor goes



Raging Roman

SMJ Performance's Raging Roman wasn't the only thing fuelled by alcohol at BJ29

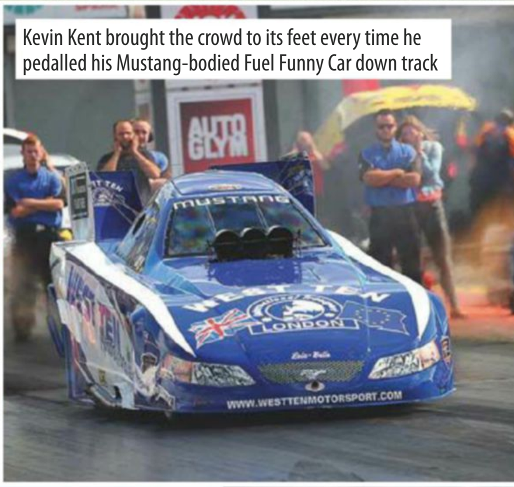
Hopefully this Dove Blue paint was applied by Volkswagen themselves

Stock + slam = win

Air or static? You decide

280
Flying Lemon

The Flying Lemon picks up its skirt before another run in the 12s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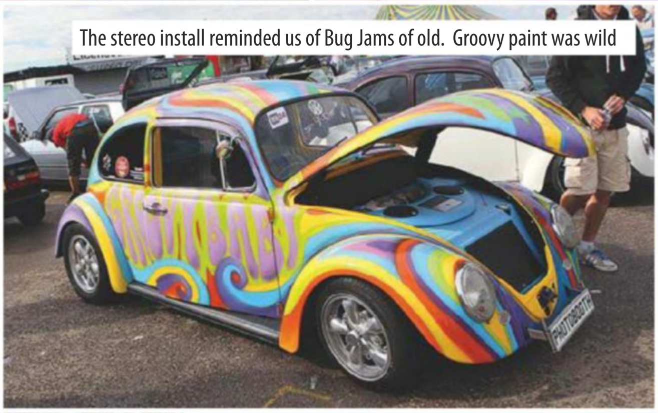
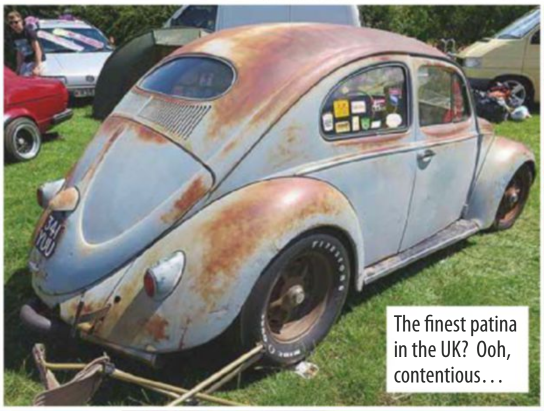
Kevin Kent brought the crowd to its feet every time he pedalled his Mustang-bodied Fuel Funny Car down track

..with a Mariachi band to boot

Mini Splits are a great way for the family to get round the Jam



The stereo install reminded us of Bug Jams of old. Groovy paint was wild

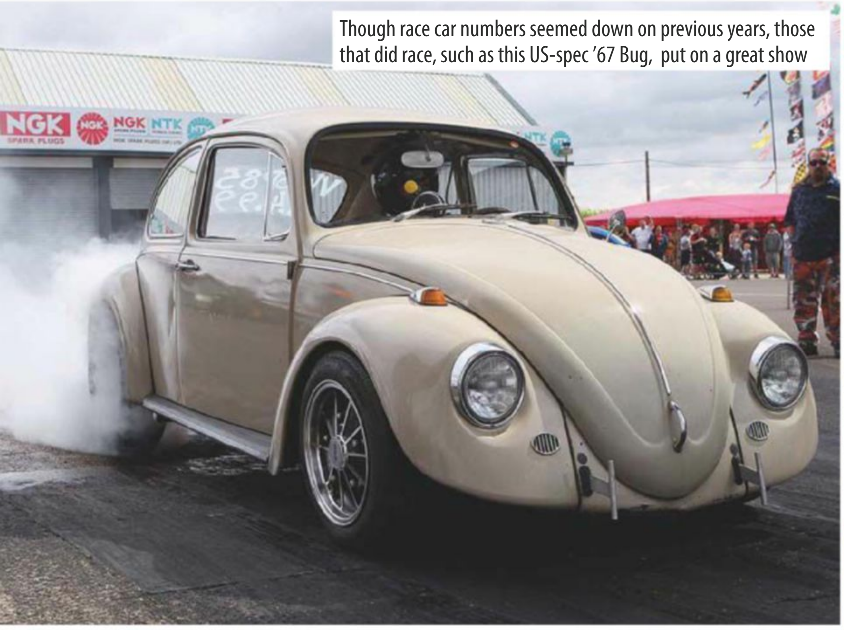


The finest patina in the UK? Ooh, contentious…

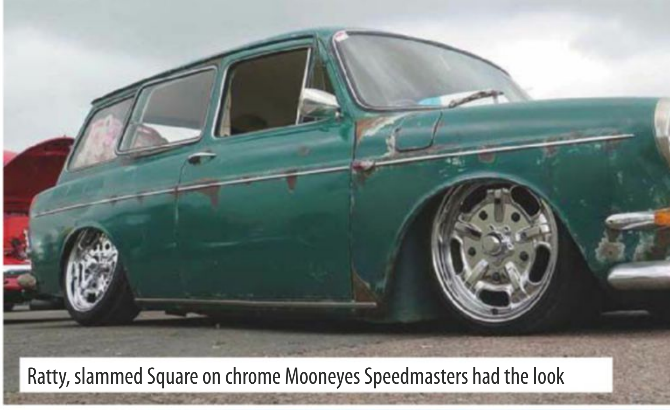
The first rule of Bug Jam – never be the first to pass out

New for 2015 on the slammed Eurocco – a white leather Porsche steering wheel. Classy

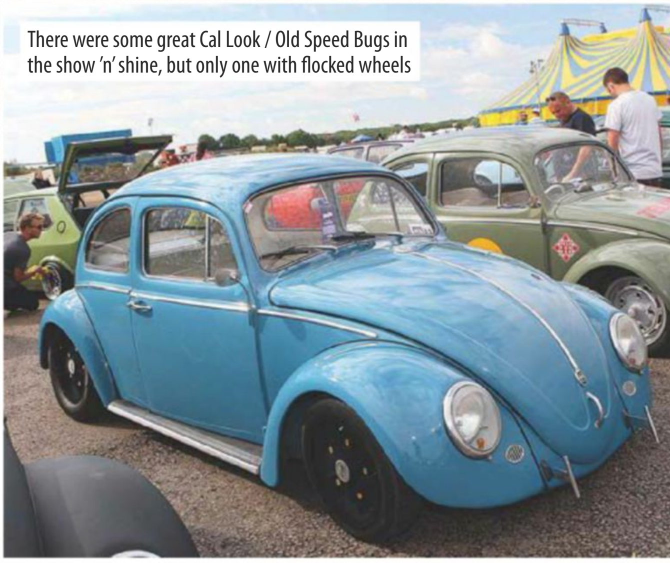
It takes a lot of dedication to clean a car for the show 'n' shine after a night at Bug Jam



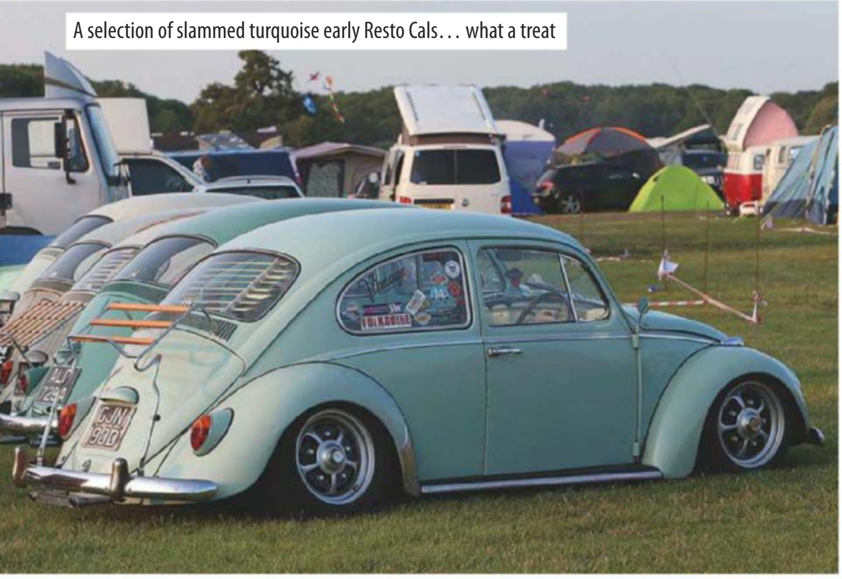
Though race car numbers seemed down on previous years, those that did race, such as this US-spec '67 Bug, put on a great show



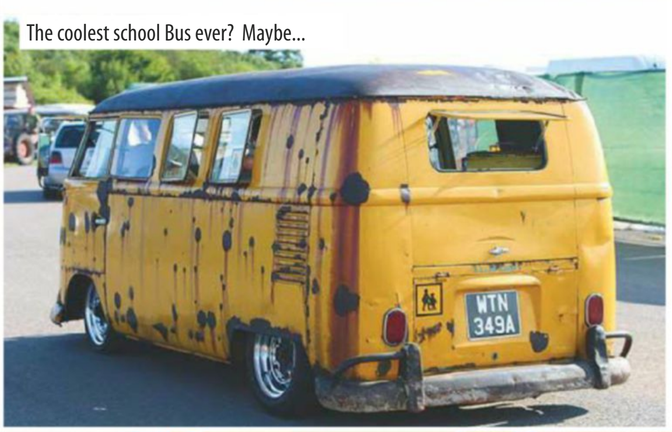
Ratty, slammed Square on chrome Mooneyes Speedmasters had the look



There were some great Cal Look / Old Speed Bugs in the show 'n' shine, but only one with flocked wheels

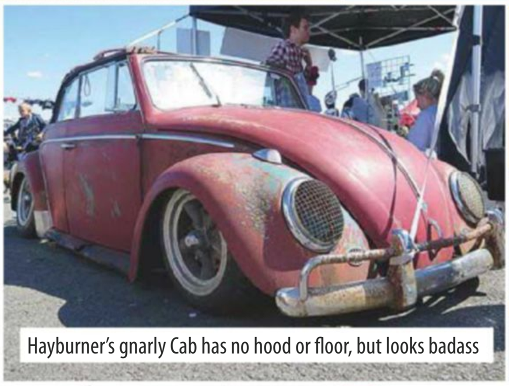


A selection of slammed turquoise early Resto Cals... what a treat

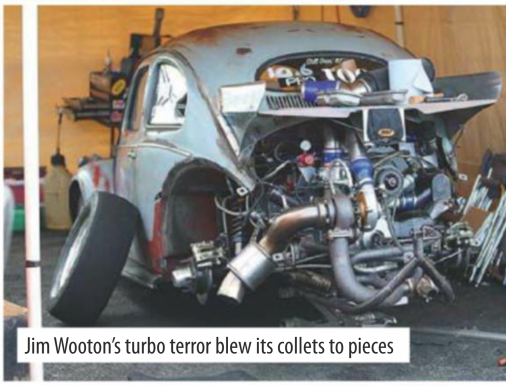


The coolest school Bus ever? Maybe...

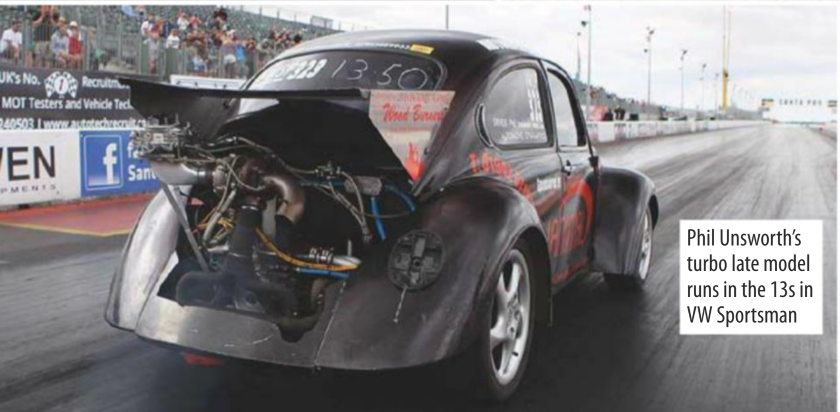
More electric mayhem, this time the Young brothers



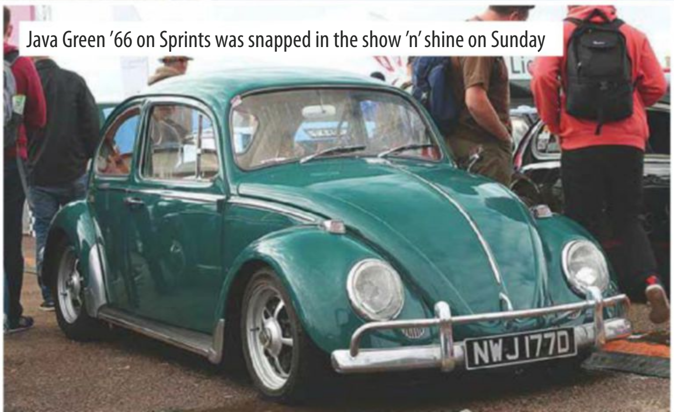
Hayburner's gnarly Cab has no hood or floor, but looks badass



Jim Wooton's turbo terror blew its collets to pieces



Phil Unsworth's turbo late model runs in the 13s in VW Sportsman



Java Green '66 on Sprints was snapped in the show 'n' shine on Sunday

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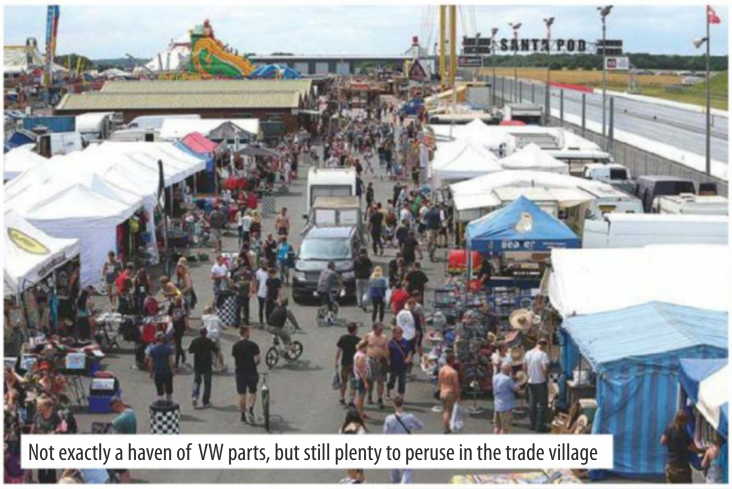
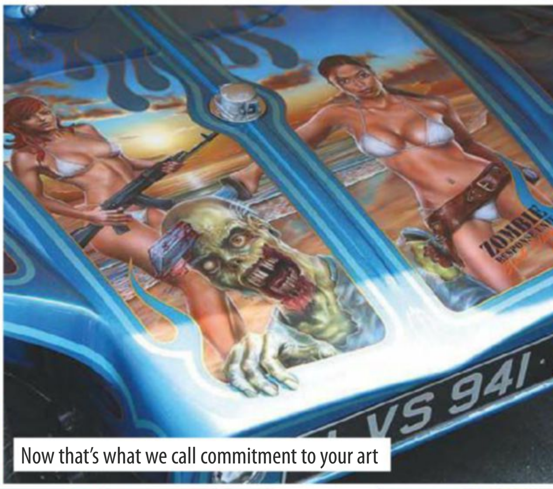
Julian Camelleri's Baja in road guise. Wait 'til you see it's other look!



Not exactly a haven of VW parts, but still plenty to peruse in the trade village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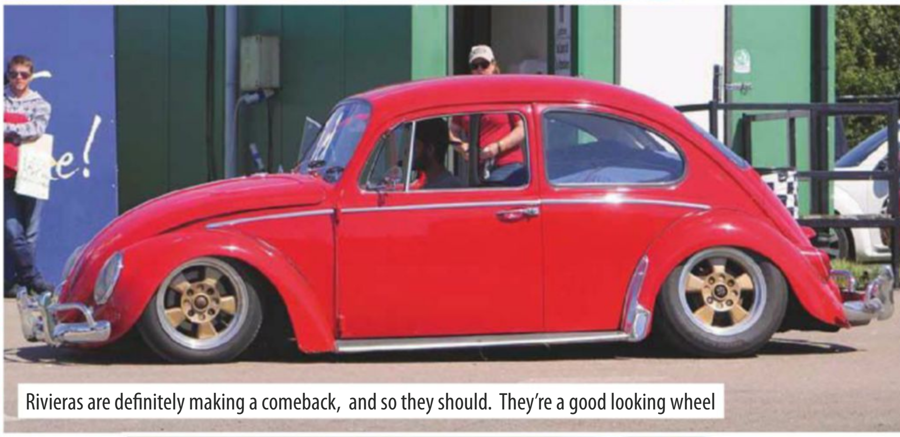
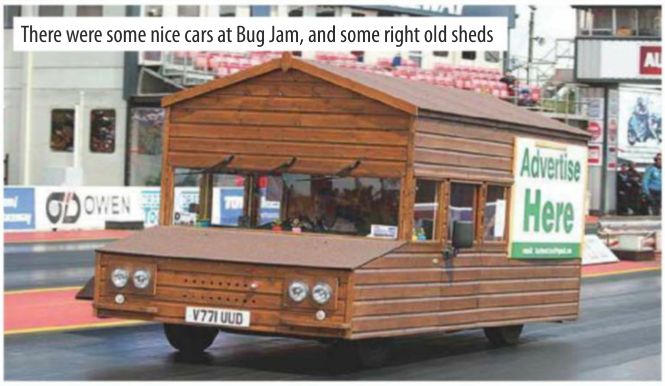
Now that's what we call commitment to your art

There's always plenty of alternative entertainment at Bug Jam. Here the Cool Flo Riderz do their thing



Rivieras are definitely making a comeback, and so they should. They're a good looking wheel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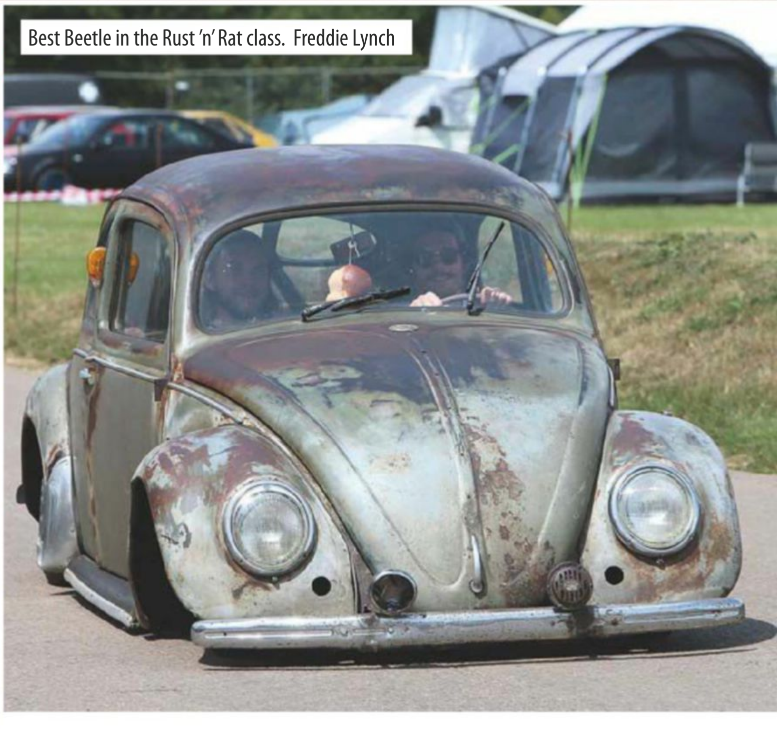
There were some nice cars at Bug Jam, and some right old sheds

Back to '89? Hardly. This one's never gone away



Best Beetle in the Rust 'n' Rat class. Freddie Lynch

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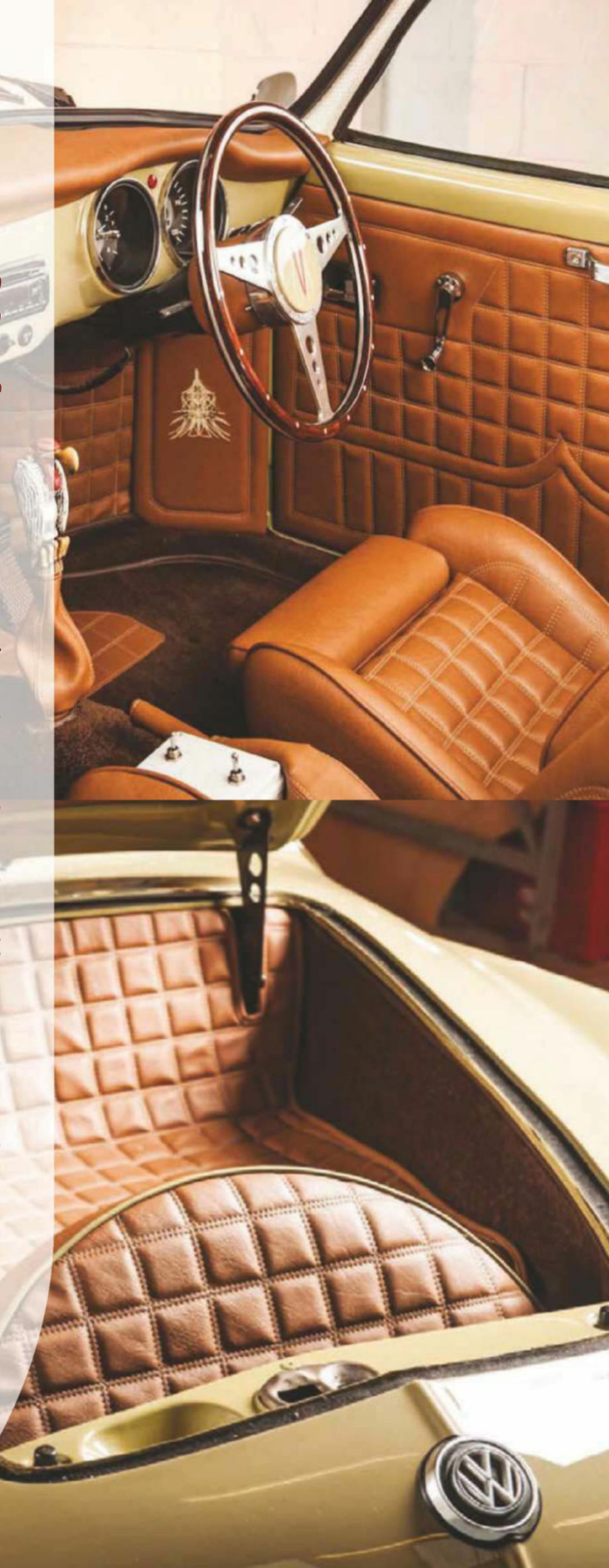

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Bug-In birthday

40 shows in 47 years – this is the show that started it all back in 1968

Words and photos Georg Otto

Rick Medina's '67 Fastback had an unusual behind-the-roof rack

Countless tales and myths surround the original Bug-Ins, which took place between 1968 and 1983 at Orange County International Raceway in California. The closure of the famous race track signalled the end of the Bug-Ins, though organiser, Rich Kimball, never dropped the plan to revive the mother of all VW shows. That eventually happened in 2005 at the Auto Club Dragway in Fontana, California and Bug-In was back. It then took another two years to establish it again as an annual show, and this year saw event no. 40!

Like most SoCal shows, Bug-In is a one-day event, located next to a full quarter-mile drag strip on tarmac grounds. The layout is nice, with the show 'n' shine area flanked by the drag strip on one side and the swap meet on the other. But there is no shade at all, so visitors – especially pasty Europeans – should be well prepared with water, sunscreen and hats.

Geared up like that, you can check out the trade stands, fantastic show cars and first class drag racing. Cars started in eight classes, from street cars to full-on drag racers and, while the racing lasted until late afternoon, most spectators had left by around 2pm to escape the heat. If you're planning a trip to So Cal, make sure it coincides with this show. It's one every VW fan should visit, at least once. ■

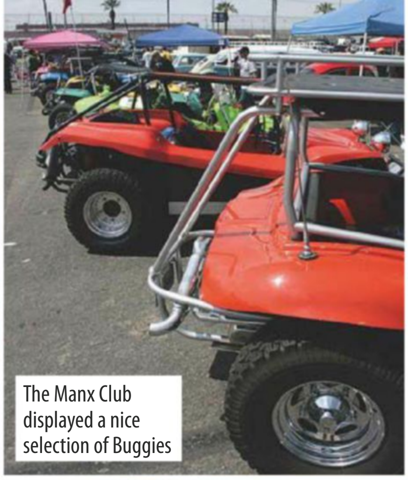
This clean '68 Ghia hails from San Dimas, California, and belongs to Darrel Florertine

A rare Meyers Manx SR – less than 200 were ever built

This '62 Shorty Split, owned by Brendan Mansfield, received the Best Engineered award

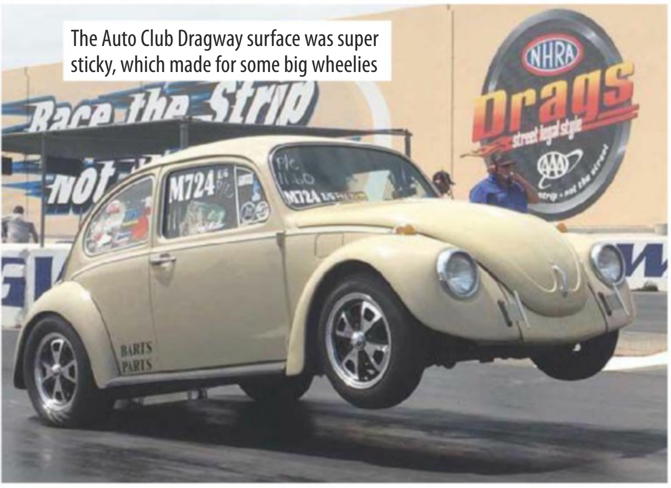
Evelyn Moreira's '56 ragtop is rolling on Randar wheels. Cool colour, huh?

You have to have big balls to drive a turbocharged Buggy



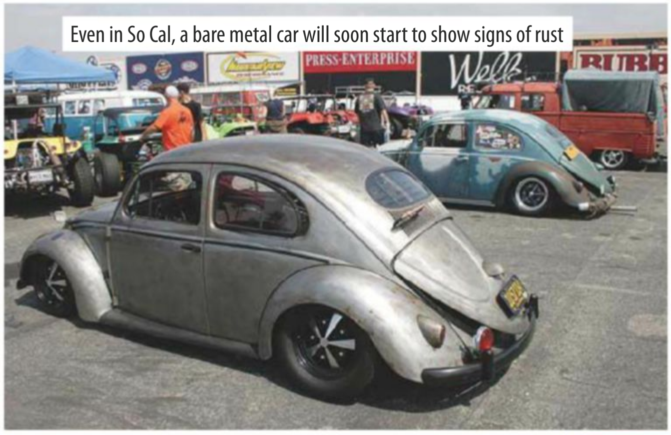
The Manx Club displayed a nice selection of Buggies

Rolando Alverado and his Samba are both well known in the VW community



The Auto Club Dragway surface was super sticky, which made for some big wheelies

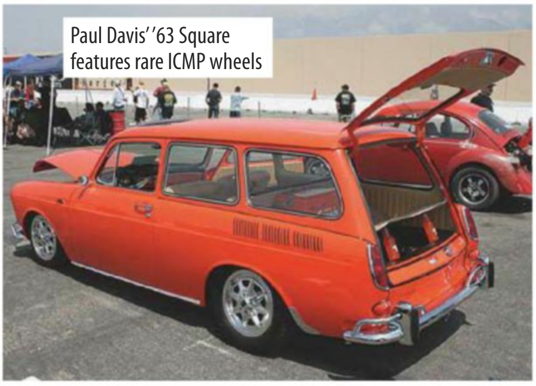
Cal Look icon, Ed Craig, offered his '71 Ghia for $20,950



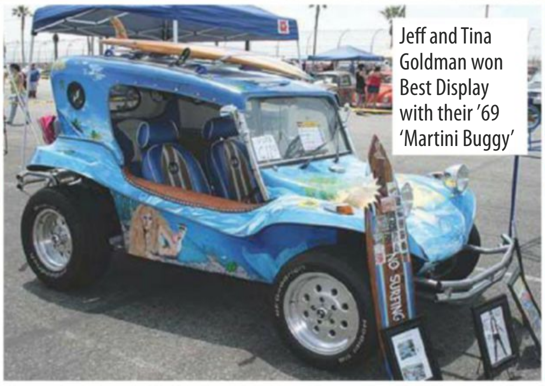
Even in So Cal, a bare metal car will soon start to show signs of rust

Semaphores on Robert Garcia's '58 reveal its European origins

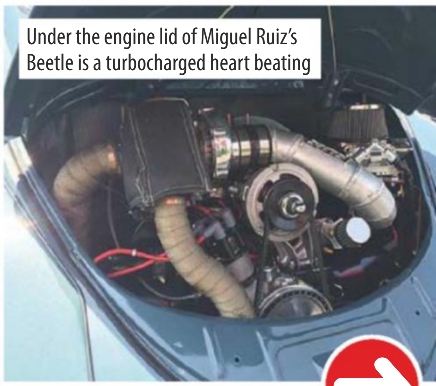
Another Euro Bug, this time a '56 on Radars



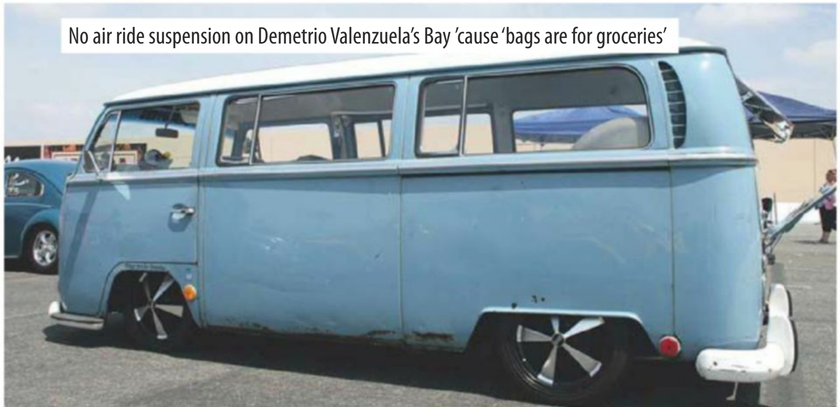
Paul Davis' '63 Square features rare ICMP wheels



Jeff and Tina Goldman won Best Display with their '69 'Martini Buggy'



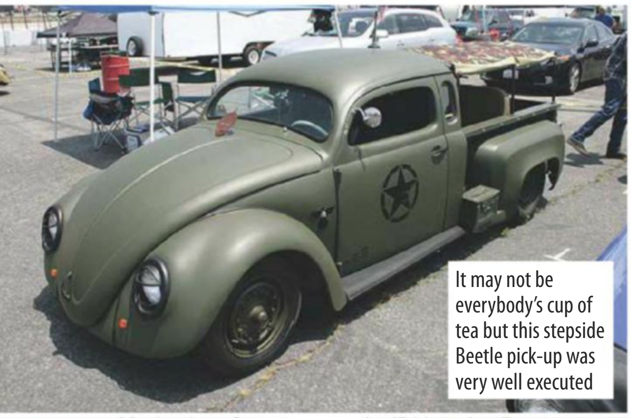
Under the engine lid of Miguel Ruiz's Beetle is a turbocharged heart beating

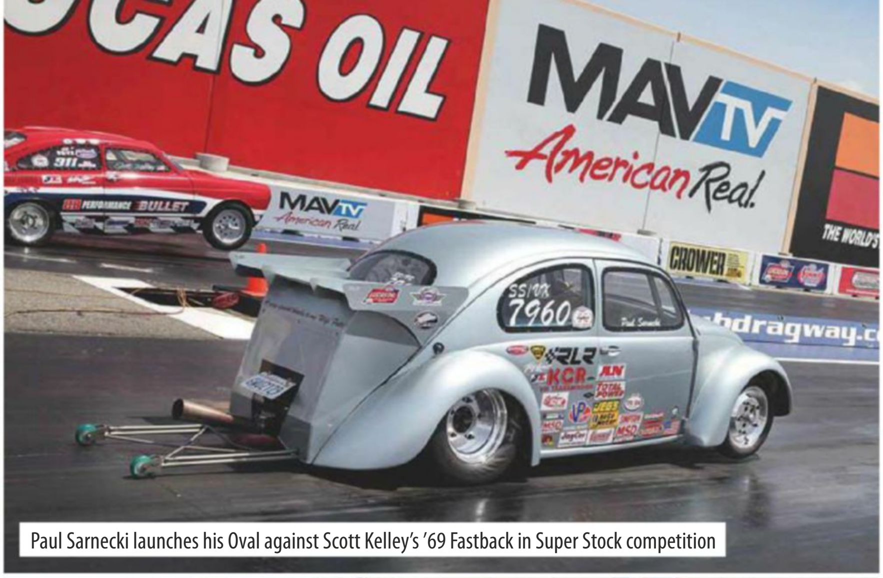


No air ride suspension on Demetrio Valenzuela's Bay 'cause 'bags are for groceries'

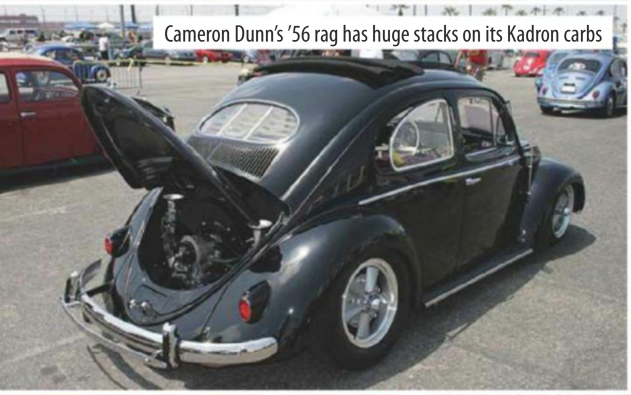
JAX1966 - appropriate vanity plate for Jackie Vanderschaaf's '66 'Vert

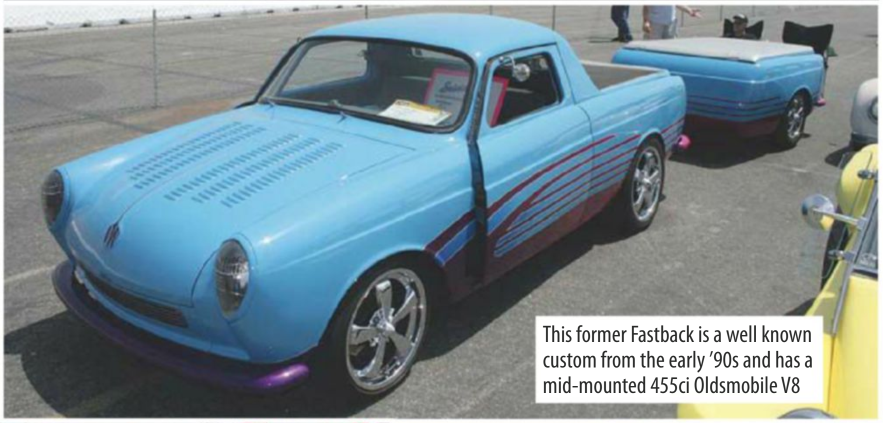
SHOW REPORT
Bug-In 40

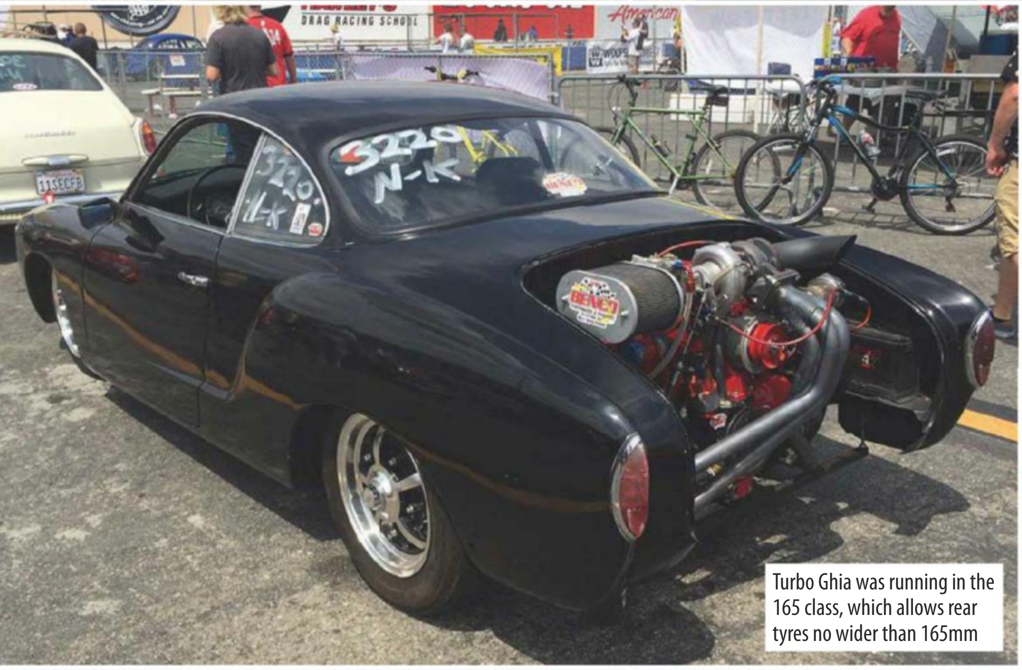

It may not be everybody's cup of tea but this stepside Beetle pick-up was very well executed



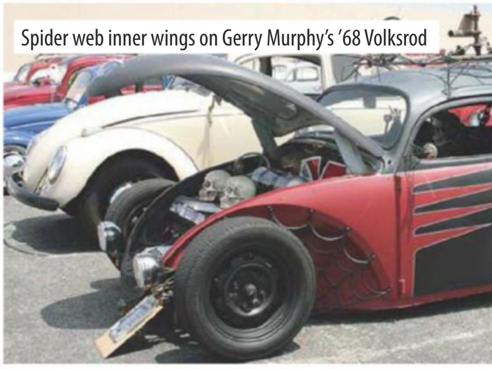
Paul Sarnecki launches his Oval against Scott Kelley's '69 Fastback in Super Stock competition

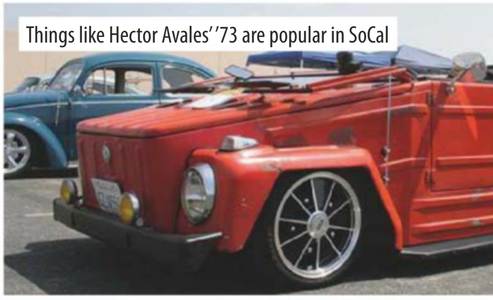

Cameron Dunn's '56 rag has huge stacks on its Kadron carbs

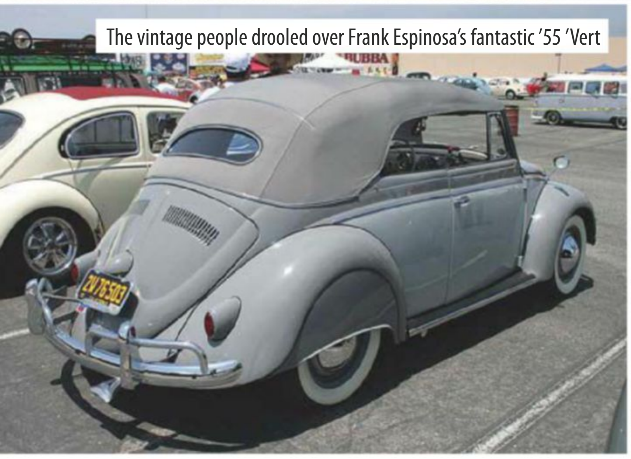

This former Fastback is a well known custom from the early '90s and has a mid-mounted 455ci Oldsmobile V8

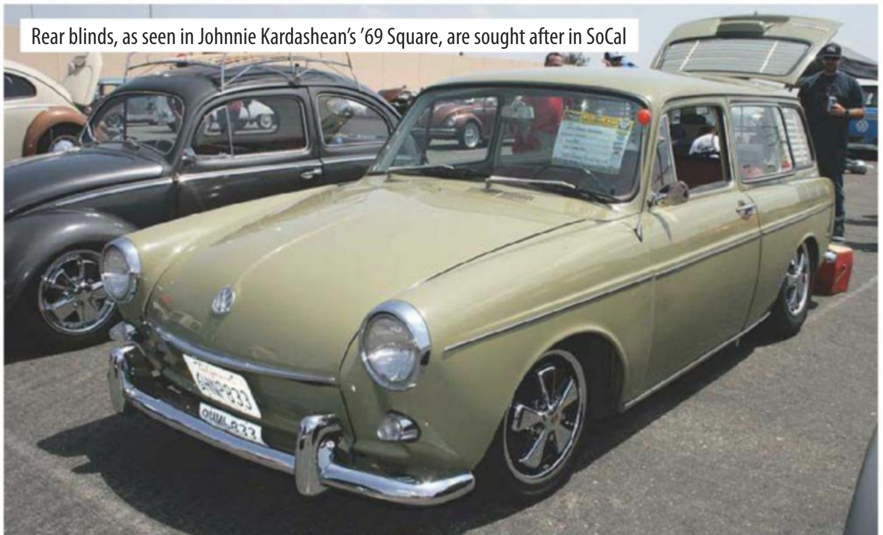


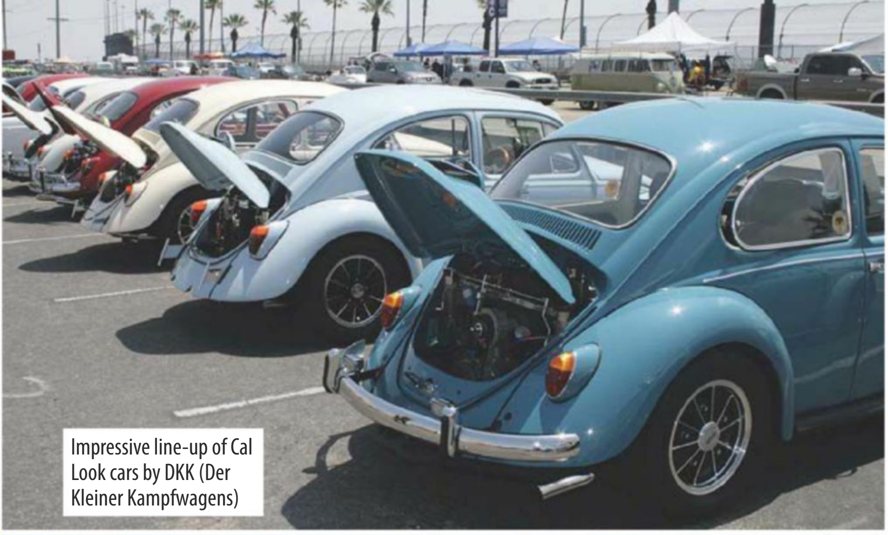
Turbo Ghia was running in the 165 class, which allows rear tyres no wider than 165mm


Spider web inner wings on Gerry Murphy's '68 Volksrod

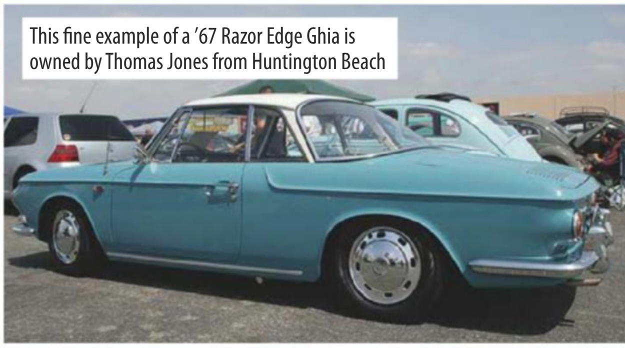

Things like Hector Avales' '73 are popular in SoCal


The vintage people drooled over Frank Espinosa's fantastic '55 'Vert

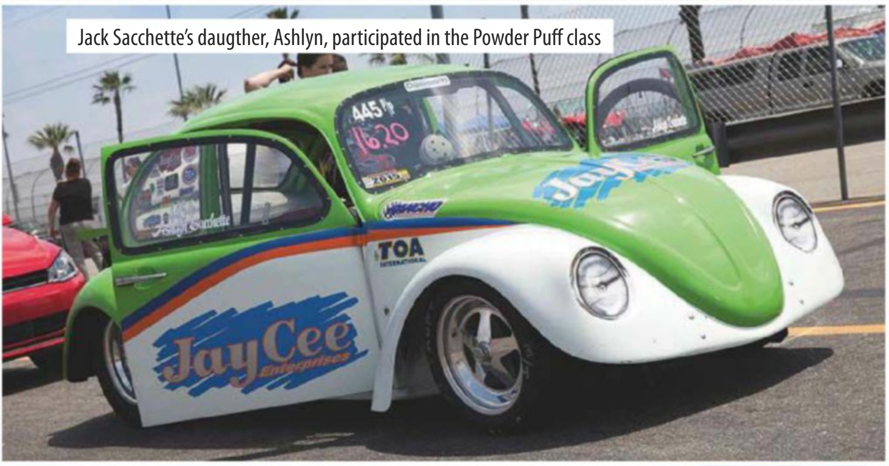

Rear blinds, as seen in Johnnie Kardashean's '69 Square, are sought after in SoCal



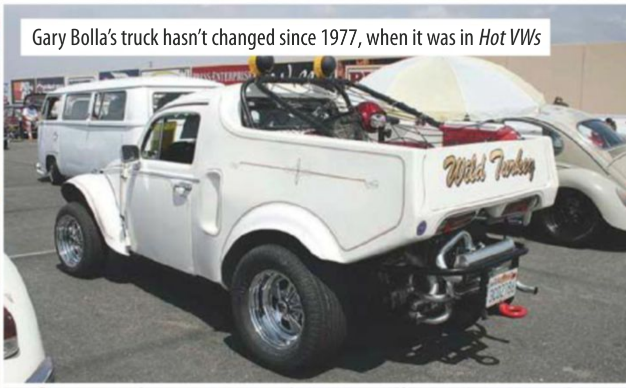
Impressive line-up of Cal Look cars by DKK (Der Kleiner Kampfwagens)



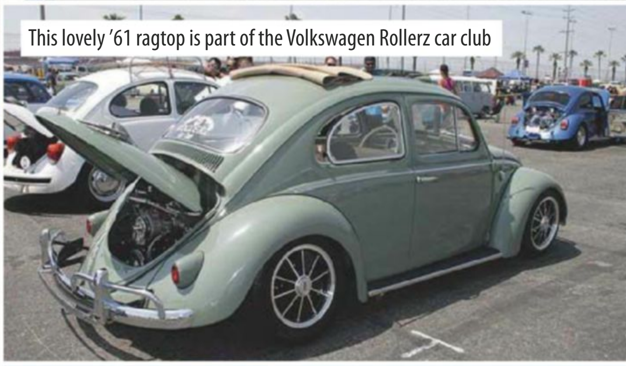
This fine example of a '67 Razor Edge Ghia is owned by Thomas Jones from Huntington Beach



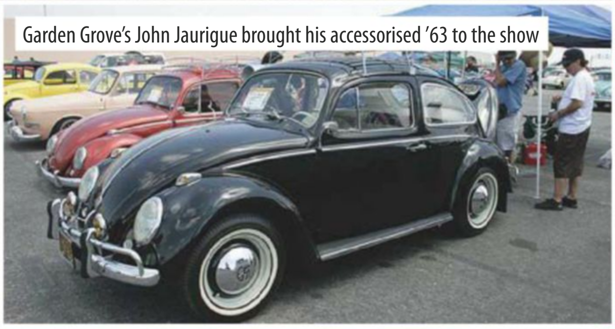
Jack Sacchette's daugther, Ashlyn, participated in the Powder Puff class



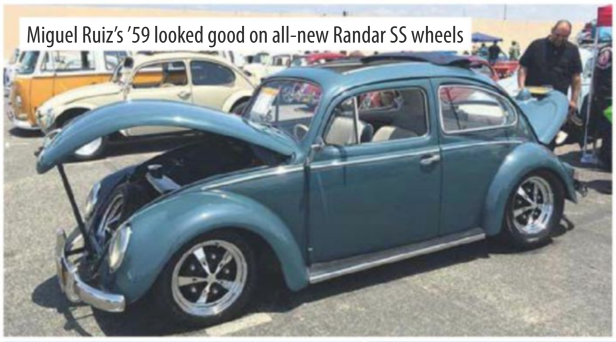
Gary Bolla's truck hasn't changed since 1977, when it was in *Hot VWs*



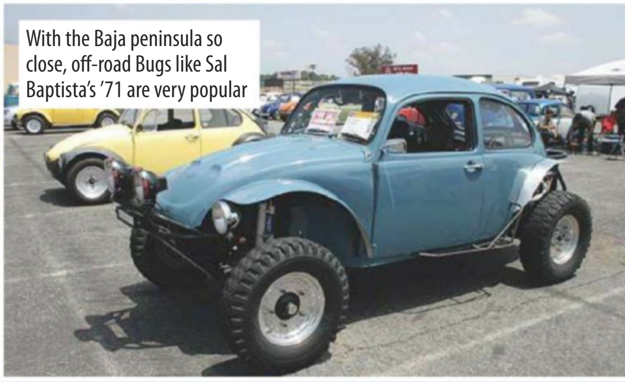
This lovely '61 ragtop is part of the Volkswagen Rollerz car club



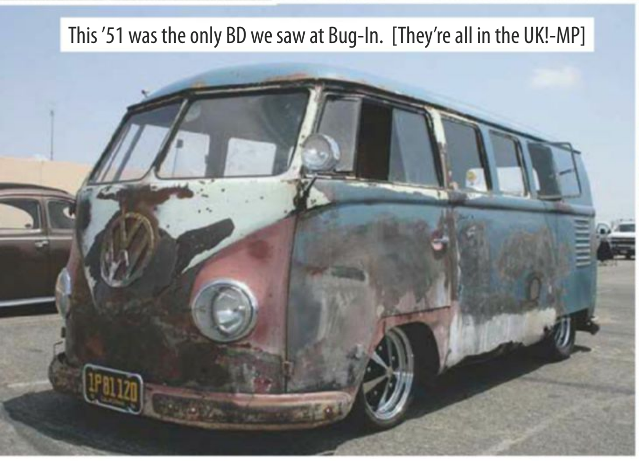
Garden Grove's John Jaurigue brought his accessorised '63 to the show



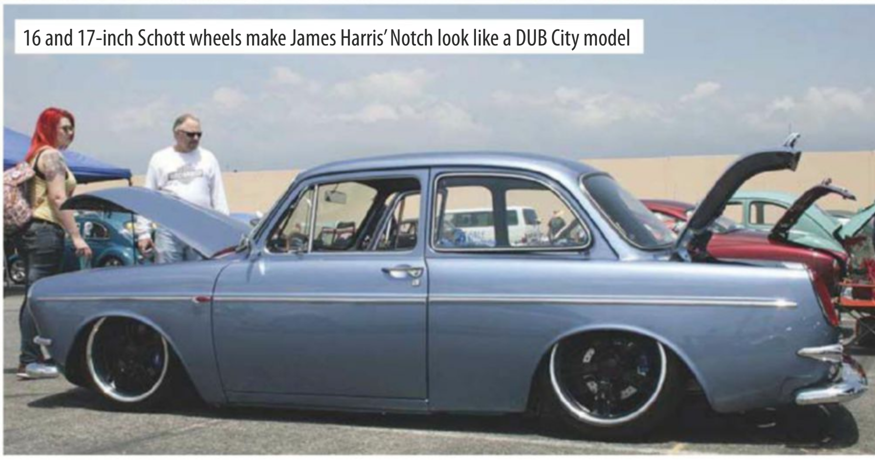
Miguel Ruiz's '59 looked good on all-new Randar SS wheels



With the Baja peninsula so close, off-road Bugs like Sal Baptista's '71 are very popular



This '51 was the only BD we saw at Bug-In. [They're all in the UK!-MP]



16 and 17-inch Schott wheels make James Harris' Notch look like a DUB City model

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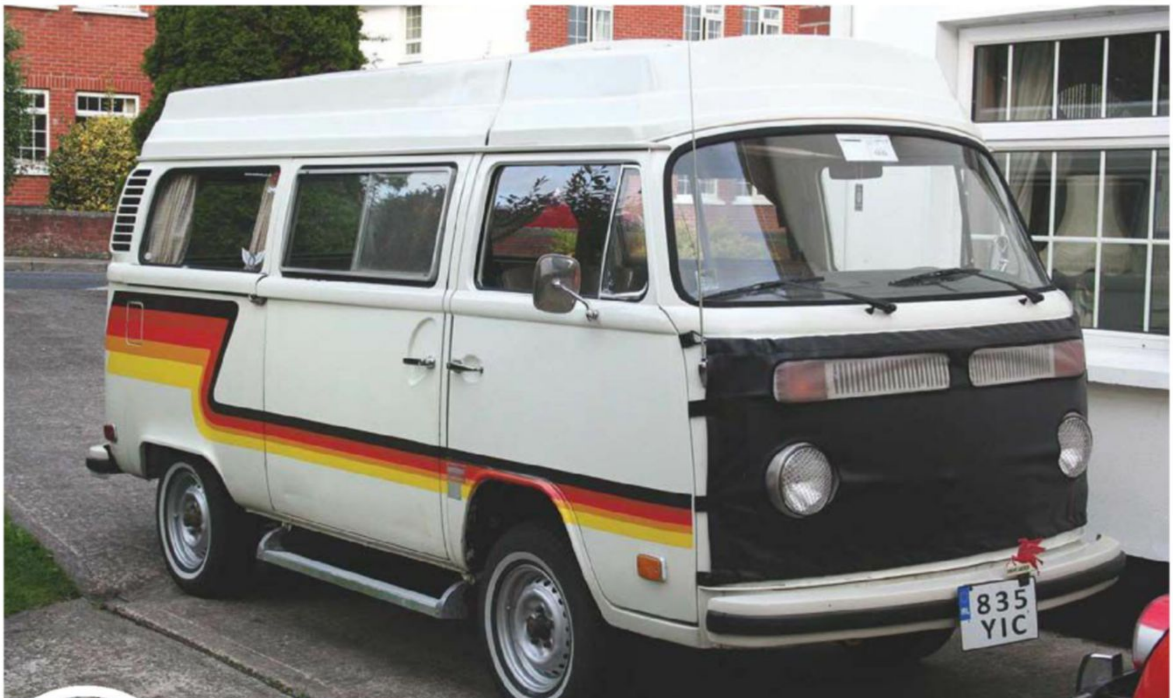


In the words of Johnny Cash, I've got stripes, stripes around my shoulders… And a world better the Bay looks for them, too

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Recidivist rusty Beetle purchaser

CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Engine rebuilt and installed. Stripes and accessories to pretty things up

Stuck in the '70s

After more than a year of ownership and various engine traumas, I am finally using my Bay, starting by putting my own stamp on it

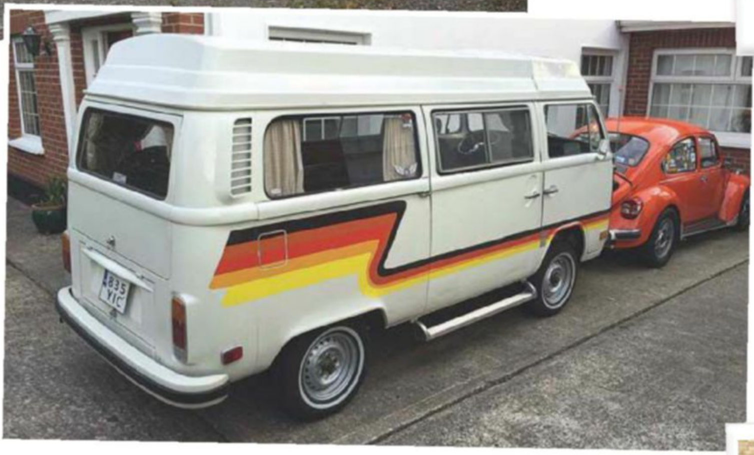
I think all of my mates are starting to wonder why I ever bought a Bus because I have yet to camp in it and I don't take it to any shows. The reason? Mobility, or lack thereof. Not so long ago I covered 'engine gate', which, after many false starts, resulted in me picking up a Type 1 1600cc motor. Unfortunately, after installing it I noticed a very slight noise under acceleration. It wasn't very noticeable but, with the interior removed to install the Dynamat, I could definitely hear something. After TDi Dollery checked it out, he recommended a rebuild and I stop driving it immediately to prevent further damage, so a call was made to CustomVolkz in Kilkenny and Eamon McEvoy was despatched to remove the motor and take it to Bugbitz where Dave reported that, thankfully, it wasn't as bad as expected. The problem, it turns out, was a crack in the camshaft, which, once removed, fell apart. Jon White of VWSpares.ie was called upon for some parts, including cam followers, 1600cc pistons and barrels, a gasket set, main bearings 0.25mm, big end bearings 0.25mm, cam bearings and some pushrod tubes. Dave supplied a used cam, rebuilt my 1600cc jigsaw and, once tested, sent it on its merry way with Eamon and then he and I installed it back into the Bus in Graham's barn.

> “The problem, it turns out, was a crack in the camshaft”

Next up was some '70's swoosh! My Riviera is white, too white, with nothing to break it up, so I went to CMSigns.net and explained to them what I had rattling around in my head.

Brian trimmed the vinyl before trial placing it on the Bus, followed by a chorus of 'higher, higher, no, lower, a bit lower. Ooooh, that's perfect, now don't move'"

Too white for me, in my eyes the old girl needed a splash of colour…



…and that's what she got. The stripes made a huge difference to the Bus and add that '70's funk it needed

Brian ran up a couple of designs until we finally settled on the what you see on the Bus here. My first job, after making Brian and Graham tea, was to degrease the Bus in readiness for the vinyl graphics, which Brian had by then printed and cut out on his bench, to be stuck on. We held it up in a number of positions on the Bus before we got it right and, when we rolled the Bus out to look at the passenger side stripes in place, I knew I had done the right thing.

So, with a rebuilt engine and the stripes in situ, I couldn't wait any longer and had to rip into the box of goodies I had bought from Aircooled Accessories last year. First out of the box was my 16-inch steering wheel. I first saw these wheels at The *VolksWorld* Show and, although I'm not a steering wheel pervert, I couldn't get over the feel of them. It's dished by three inches so looks, and feels, like the old 356 Nardi wheels and it's lacquered five times so it feels well made. The fact I love to throw out to anyone that will listen is that each wheel is cut from a single piece of aluminium, which I think is pretty impressive. All I know is that I love it.

While I fitted the headlight grilles and the Pegasus drive safely badge to my front number plate, Graham fitted the door trims and the handbrake handle. I haven't fitted the new interior door handles as I need to order new door cards first and I still have the parcel shelf to fit under the dash. Finally for now inside, VWSpares.ie also supplied a new aerial and safety belts.

The original steel rims were painted white when I got the Bus but I felt they needed to be toned down a little, so a tin of silver Smoothrite sorted that out and, along with the new whitewall tyres, they look jolly spiffing. I've a set of VW logo stainless steel hubcaps still to fit, but that's the wheels done. ■

My new AAC wheel looks so good I'll have to do the interior now

DRIVE SAFELY

I always do. And, let's face it, I'm not going to break any speed limits in my Bay am I?

Graham installing the new safety belts. I hope he tightened the bolts!

VOLKSWORLD PROJECT CARS

Pop a cap on it

Owner: James Peene
Car: '66 Beetle
This month: Feeling inspired to get out on the Penny Pincher thanks to these custom centre caps Mr. Harlock made for me. Ta.

Overloaded

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '69 Bay Window
This month: Who says lowered cars aren't practical? I just used the Bay to move house and, apart from dragging the engine support bar down the road for 15 miles, sending sparks and bits of tarmac everywhere, it was the perfect vehicle for the job!

New whip

Owner: Jon Robinson-Pratt
Car: '64 Beetle
This month: Out with old and in with the... Older! Bus is now gone to a lovely couple up North, 3 days later this 'Sweet 64' is sitting in the yard!

On the up and up

Owner: Mark Walker
Car: '68 Beetle
This month: Not only did I manage to get Project sunroof back on the road with a fresh MoT this month, I raised the rear suspension an inch and drove it to Spa.

In with the new

Owner: Gordie Woollacott
Car: '78 Westy
This month: New fuel lines, CV boots, throttle cable, clutch release bearing, clutch, gear coupling and new main oil seal. Engine won't start!

Service with a smile

Owner: Steve Parsons
Car: '61 Split Bus
This month: With over 2k miles knocked up over the summer, my main task has been to ensure everything remains in full working order.

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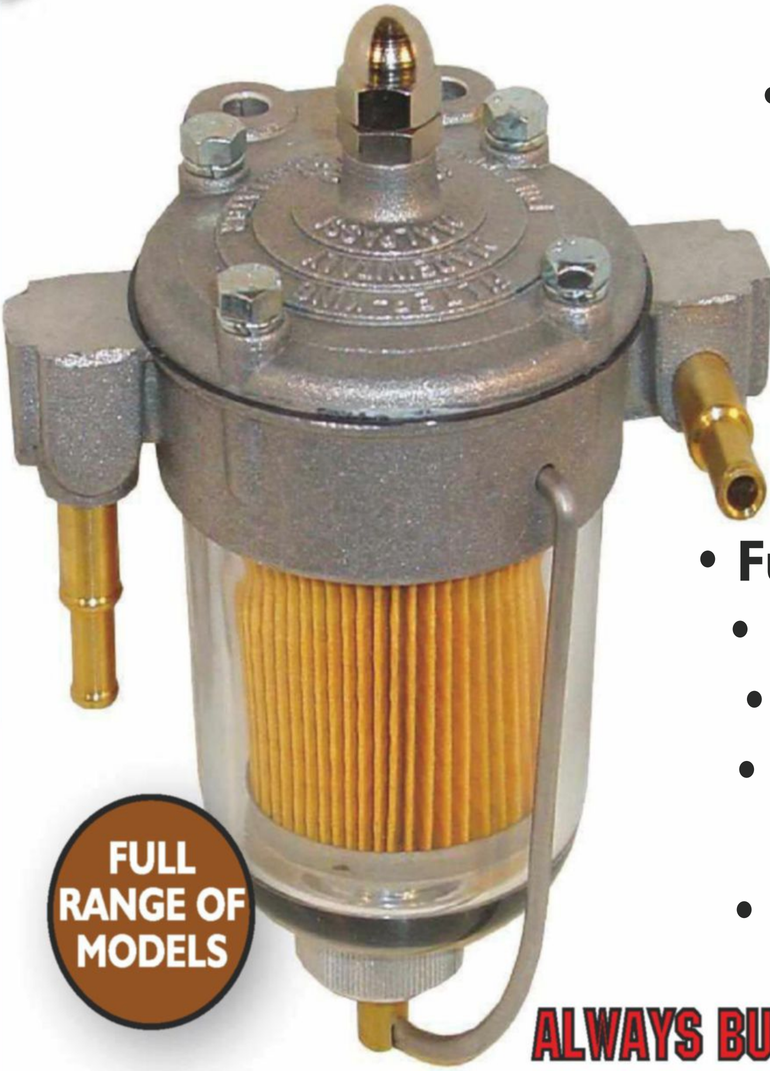

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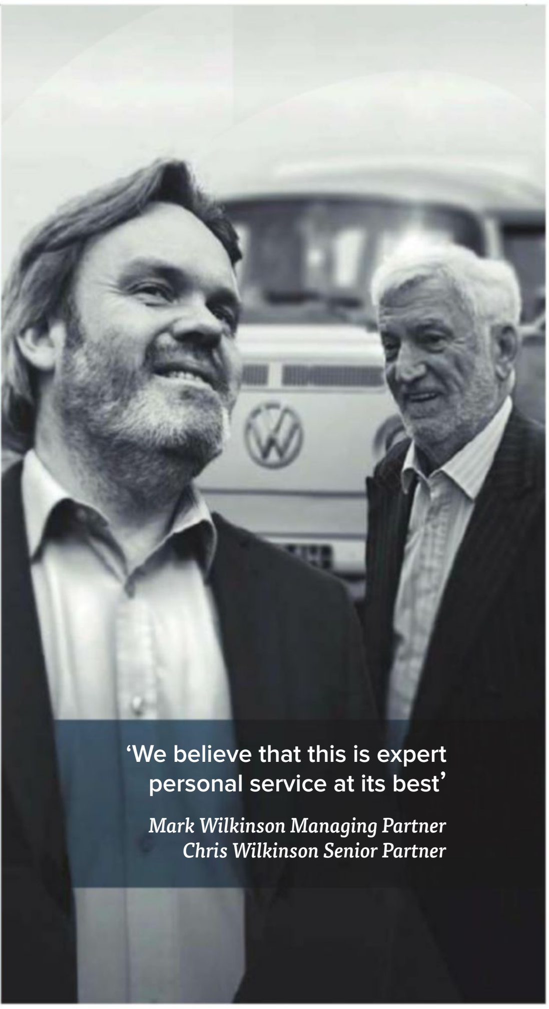

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DIY engine build part 7

The moment of truth – firing you new engine into life. Here's how

Words and photos Matt Keene

This is the final installation of the twin-port 1600 engine build series, and will concentrate on fitting the engine to the vehicle and running it up for the first time.

Fitting an engine into an air-cooled Volkswagen is pretty simple for, as all pub experts will tell you, there are four studs and nuts that hold the engine to the gearbox on a Beetle, and that's about it. On Type 2s (post 1967), Type 3s and 4s, there is also a rear engine support bar, and this needs to be fitted to the engine prior to installation.

Once the engine is fitted, it's then a case of methodically hooking it up, fitting the throttle cable, the electrical connections, the fuel supply and the heat exchanger connections. Once all these are done, you are ready to start up the engine. To run in a freshly-built motor, it needs to be held for a period of at least 15 minutes at a steady idle speed of 1,500rpm. This is necessary in order to adequately splash-lubricate the lifters whilst they 'break-in' against the lobes of the camshaft.

Run up procedure

Prior to turning the key and running the engine for the first time, it is essential to achieve oil pressure, and this can be achieved as follows:

STEP 1: Check the oil level is at the maximum mark on the dipstick.

STEP 2: Remove all four spark plugs.

STEP 3: Disconnect the live wire to the ignition coil and isolate it from any potential earth sources.

STEP 4: Turn the engine over on the starter motor for 15 seconds, all the while watching the oil pressure light. If the light hasn't gone out, wait 30 seconds (let the starter motor and wiring cool) then turn the engine over again to achieve oil pressure.

STEP 5: Only once you have achieved oil pressure is it safe to start the engine. Re-fit the spark plugs, connect the positive wire to the coil and start the engine, then adjust the idle speed to run at a steady 1,500rpm, for 15 minutes.

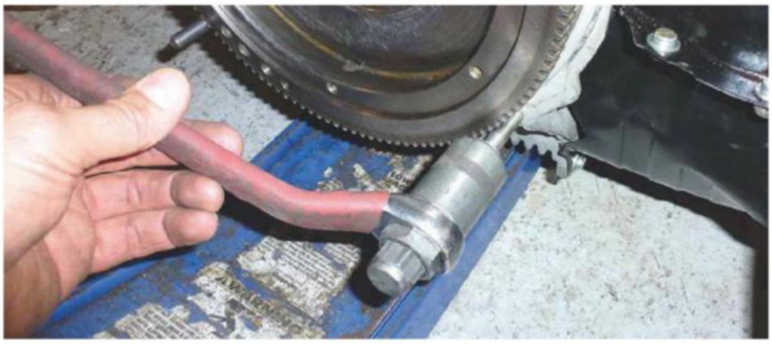
STEP 6: Whilst the engine is running at a high idle speed, use this time to adjust the ignition timing using a stroboscopic timing light. It may be necessary to adjust the idle speed once the ignition timing is set.

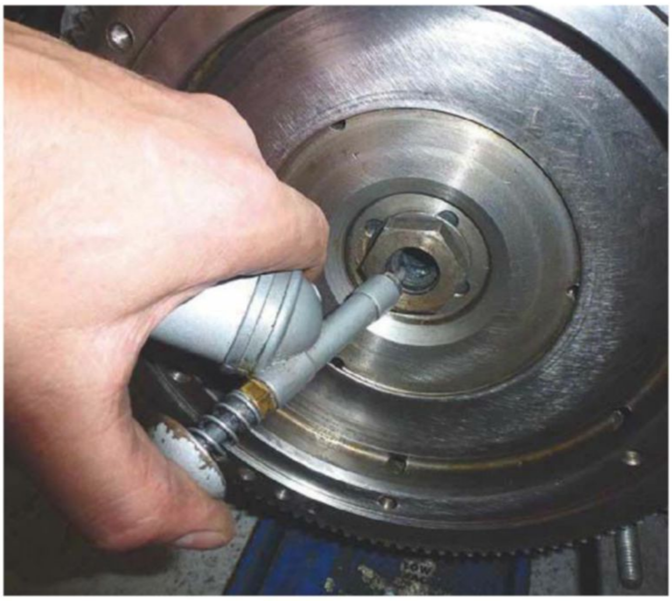
STEP 7: After the engine has run for at least 15 minutes, stop the engine and drain the oil and discard.

STEP 8: Re-fill with the correct quantity of fresh oil.

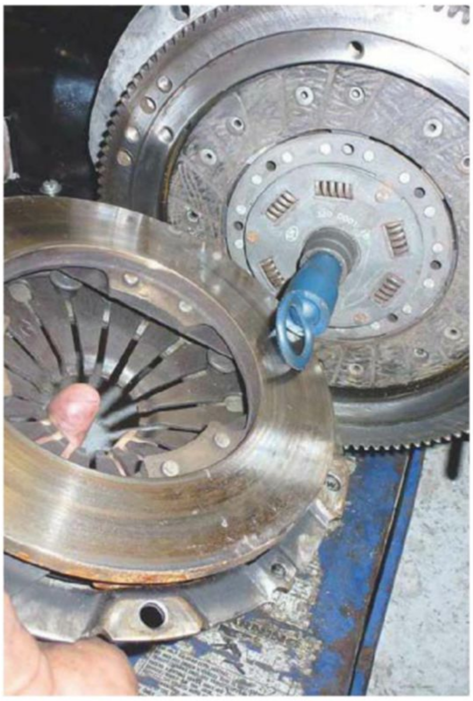
STEP 9: Re-start the engine and allow it to warm up. Once warm, adjust carburettor and ignition timing according to specification.

01 Prior to fitting the engine, check the two lower engine studs are of the correct length and are firmly tightened

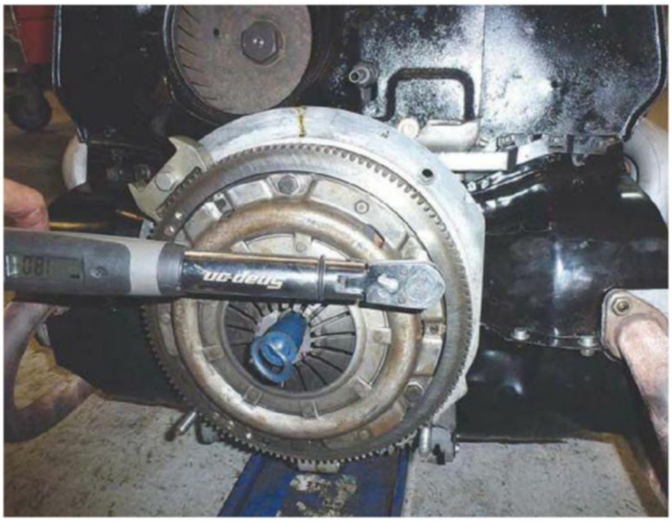




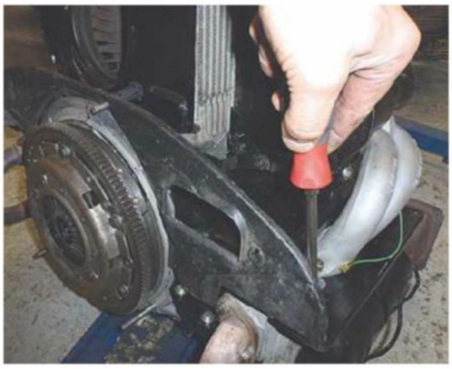
02 Lubricate the needle roller bearing in the flywheel gland nut with graphite grease. Just a small amount will do



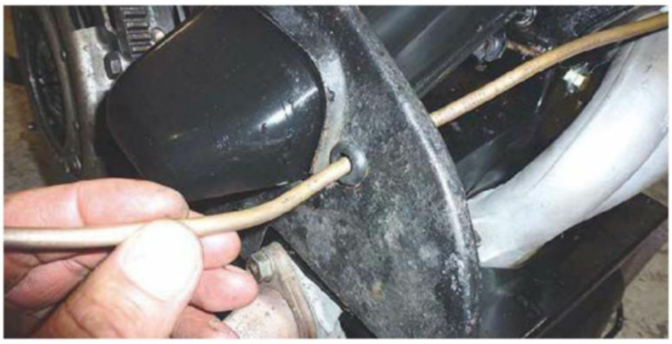
03 Fit the clutch friction plate using a clutch alignment tool, then fit the clutch plate



04 Tighten the six clutch mounting bolts evenly, and creep up to the final torque figure of 18ft.lbs. Note the use of a flywheel locking tool, pictured top left



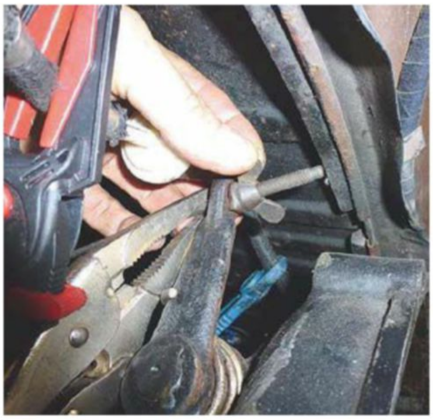
05 Fit the front engine tinware, followed by the oil cooler ducting



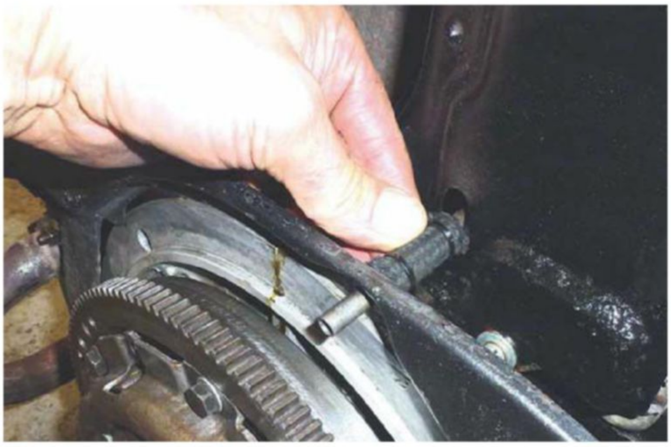
06 Fit the rigid fuel line through the engine tinware, ensuring a rubber grommet is present to protect the pipe from damage

07 I like to seal up all of the oil cooler ducting with black silicon. This may not look pretty, but it helps prevent air leaks

08 Lightly lubricate the clutch input shaft splines with copper slip. This will keep the friction plate free and easy for years to come

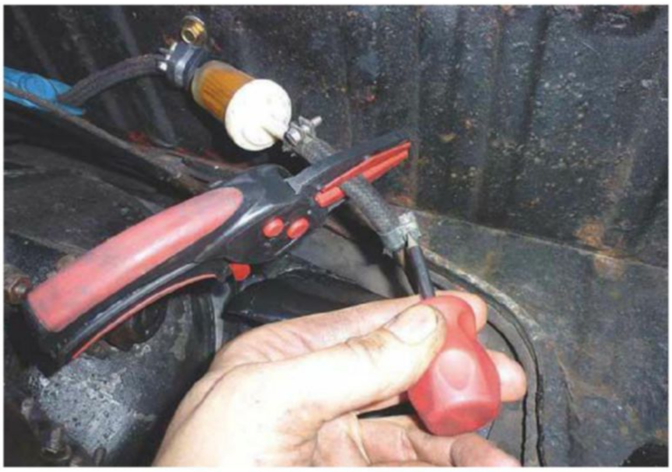


09 Back off the clutch adjustment wing nut and lubricate the threads so that the nut turns freely by hand. This will ensure any future clutch adjustment is easy

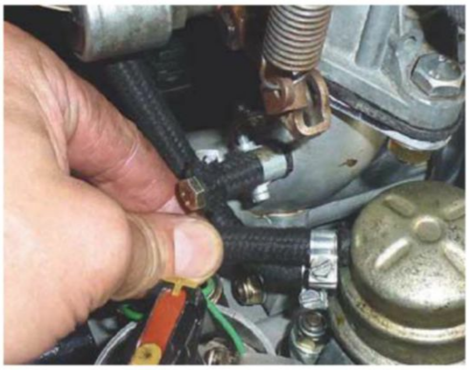


10 Fit the throttle cable tube and pass it through the tinware. I like to use a piece of fuel hose to secure the tube from moving

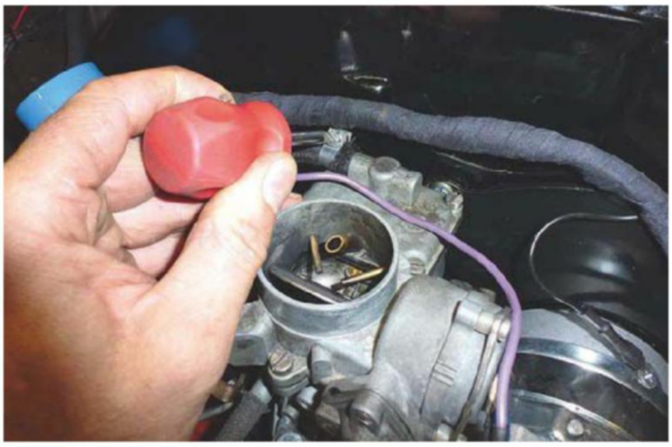
11 The engine should now be ready for fitting. Place it on a jack and fit to the vehicle



12 Once the engine is securely fitted, connect up the fuel line, ensuring you have a new fuel filter



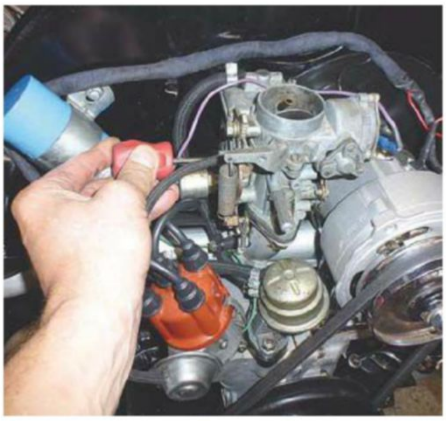
13 Connect the fuel lines to the fuel pump. Generally speaking, the upper port on the fuel pump is the feed from the tank. The lower port goes to the carburettor



14 Connect the fuel line from the fuel pump to the carburettor securely, using well-fitting hose clips

15 Once you have the fuel lines, wiring connections and throttle cable connected, you are ready to crank the engine for oil pressure. Read the introduction fully for information on how to do this safely

16 Assuming you have run up oil pressure and re-fitted your spark plugs, you are now ready to fire up the engine for the first time. Again, the introduction covers this, so please refer to it again



17 Once you have run the engine to break in the camshaft and lifters, change the oil. Now run the engine again and adjust the carburettor settings to achieve 850rpm idle speed. If you are happy all is well, fit the rear tinware and the rest of the engine ancillaries

18 Drive the vehicle for a short period and then check the carburettor settings. If there are any changes, adjust as necessary. Additionally, it would be wise to check and adjust your ignition timing to specification

19 Happy days! You now have a fully rebuilt engine that hasn't cost you the earth. Pat yourself on the back and crack open a bottle of your favourite tipple. Alternatively, go for a drive!

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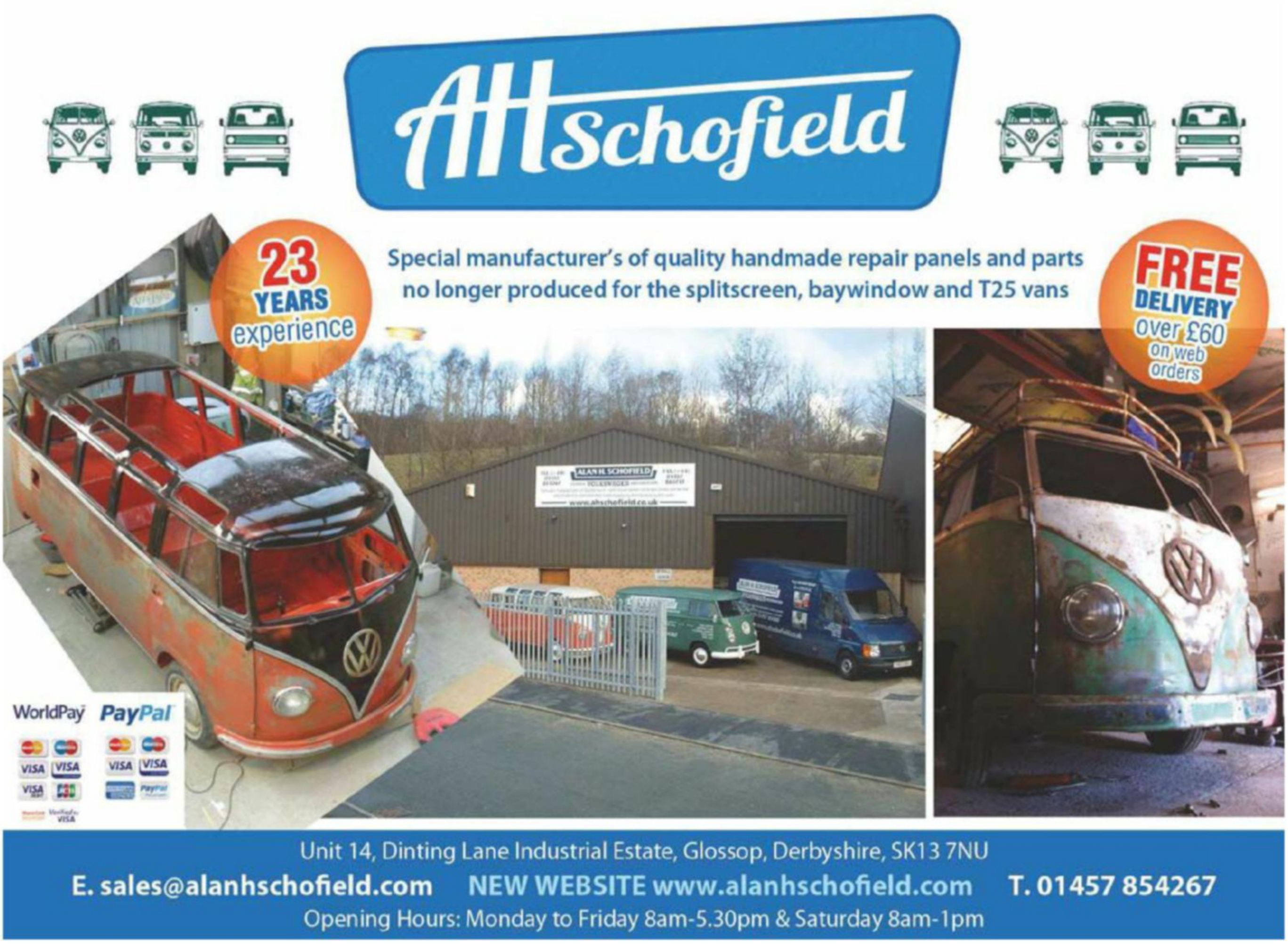

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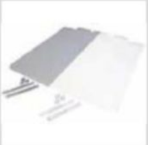

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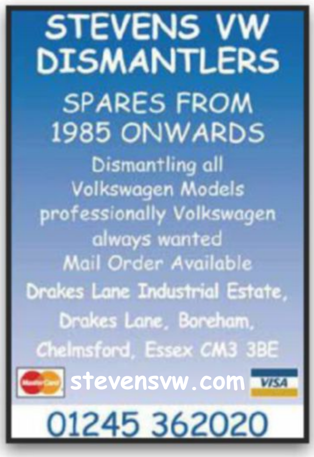
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Beetle 1200cc

Fully restored but keeping as original specification. Marina Blue with new chrome. 12 months MOT, tax exempt and will be sold with many spares. Low mileage believed genuine. Mileage: 42,000. Price: £5,000

Location: Central Scotland

Phone: 07881628642

Email: bruce@mchardys.net

Turbo Beetle

1973 tax exempt, mot .pro resto last year. Pro street look. 1915cc pull through. 90% finished with spares and parts street cage, auto meter etc and lots more. V low and loud. Mileage: 555522, Price: Offers around £6000. Location: London

Phone Number: 07701015505

Email Address: Metalthingz@gmail.com

1964 VW Beetle 1200

Brighton car with lots of history. Professionally restored in 2011 using quality parts, engine rebuilt, 12v electrics, original upholstery, factory pop-out rear windows, mildly lowered suspension and narrowed front axle, lovely Coker whitewall radial tyres, the list is long, much spent... Full MOT, TAX free, car cover included. I've owned this car for 12 years and now need a new project. A great fun, reliable bug which draws a lot of attention and needs absolutely nothing. You won't find better - she is stunning. No canvassers please.

Price: 8950

Location: West Sussex

Phone Number: 07840 990 841

Email Address: derycktilling@gmail.com

1962 Classic VW Beetle, very nice bug

Classic vw beetle 1962 53 yrs old so has some wear that is in keeping with its age but it is a very nice bug. Classic beetle 1962 early beetle and looks very nice mostly original as you can see . Mileage: 34700. Price: 4350. Location: Grimsby, Lincolnshire, DN37 0BG

Phone: 07937435629

Email: holmbergtimmie2@gmail.com

Original 1968 Royal Red VW Beetle 1600cc

'Benjy' my pride and joy is for sale. Original, Unmodified & Well-maintained with a Re-conditioned 1600 twin-port engine. Front disc brakes, 1500 gear box, only 3 previous owners (full history and receipts of work done).

Mileage: 83,000

Price: £5,995

Location: Gloucestershire, South West England

Phone Number: 07795517305

Email Address: mur_gal@hotmail.com

Classic VW Beetle for sale

1966 Beetle 1300. Ruby red. 2 owners (Father / Son) good condition. Replacement Engine Feb. 2014. MOT 12v Electrics. Reluctant sale. never failed a m o.t. f.s.h. Mileage: 99600

Price: £5749.00

Location: Nottingham

Phone Number: 01159656562

Email Address: b.r.allen@btinternet.com

1958 vw beetle

58 beetle, full feature jan 2015 volksworld,immaculate inside and out. 1776cc twin 401df webers with malpassi regulator. Full bare metal body off restoration.Brand new high quality red leather interior. Exempt from road tax and mot. Rare chance. Mileage: 28800. Price: £15,750. Location: Manchester

Phone Number: 07905221113

Email: kingstars@talktalk.net

1973 GT Beetle - One owner from new!

This is my Dad's GT Beetle that he has had from first registration; 01/01/1973. He hasn't driven it for at least 25 years although he has periodically had it MOTd. It has been garaged for 30 years or more. It has a current MOT, expires Feb '16. Cut and paste this link for more pictures; http://neilmcginty.imgur.com/ . Please get in contact by email if you would like more information or if you would like to come and see it. Mileage: 93,622. Price: £4,000 OIRO

Location: Maidstone

Email Address: serengetimcgintys@me.com

67 cal look beetle 1641cc

A stunning great to drive head turner/show car. Full professional ground up restoration everything rebuilt and new. dry stored ,waxoiled from new, perfect expensive pearl blue paint . photos,receipts,history, serviced (new everything) Please call loads to tell!

Mileage: 5000. Price: 7995

Location: west yorkshire

Phone: 07885528041

Email: tonyynot264@yahoo.co.uk

Classic VW Beetle for Sale

Imported from the USA late in 1991. This vehicle has undergone total professional restoration. It was completed in December 1993. Manufactured in 1972. The car has done 20,800 miles and is in good condition.

Mileage: 20,800. Price: 7,500

Location: Nottingham

Phone Number: 07803900741

Email: emma.tandy@btopenworld.com

1972 Convertible VW beetle 1303

The hood frame has been repainted and a new TMI Hood in brown has been fitted, with the original rear screen.

Mileage: 39524

Price: 4800

Location: Northwich

Phone Number: 02032105552

Email Address: JayCampbellbs@outlook.com

1968 Beetle California Style

1300 engine. Califonia (CAL) Look. Recent resto and re-paint. US-Style chrome bumpers, front grills, external sunvisor, fog lights and eye trims. Lowered. Upgraded wheels. Excellent running condition. Turns heads. 9 month MOT.

Mileage: 64000. Price: 6499

Location: Basingstoke, Hampshire

Phone Number: 07960015515

Email Address: alon_mann@hotmail.com

1600i Mexican Beetle Ultima Edicion

Reluctant sale due to domestic arrangements. One previous owner. As the car is only 12 years old it is solid, in good condition and a great drive. It has the wear and tear you would expect with a 12 year old, daily drive. The paint is VW Oceanic - mainly dark blue with a green lustre. Super 1600i, aircooled, flat four that sounds amazing. 48,000 miles. MOT April 2016.
Mileage: 48000
Price: 4500
Location: West Yorkshire
Phone Number: 07988565973
Email Address: tahronson@hotmail.com

Camper & Vans

1964 Volkswagen Splitscreen Rhd Camper

This is a beautiful fully restored 1964 Split Screen Camper Van. It is as clean underneath as on top, I bought the Van just over a year ago from a chap in Banbury with every intention of setting up a Wedding hire business so I wanted the best Splitty I could afford, unfortunately due to a job relocation and thus an impending house move I do not have the room for three cars so it is with sadness the Camper has to move on. I will detail below the information given to me by the chap who build her, I have many other pictures I have taken and there is a complete CD full of photo's taken during the restoration. Since owning her I have had to put a number of issues right but fortunately I have a local man who specializes in Classic VW's and is a judge at VW shows so he knows his stuff, it has just passed it's MOT with flying colours so it is ready for Shows where I'm told by the mechanic is is a definite show winner or to use as a camper or as I intended a Wedding business. 12 months MOT Full body Restoration with all damaged panels replaced Underside complete repaint two coats 240 volt hook up Tool box cubby hole storage Volts, Oil and Temperature Gauges Jaguar Leather electric adjustable seats 2 New Front Seat belts and 3 in rear Samba Style roof windows fitted during restoration Noise killer sound deadening engine bay and floors Engine 1776cc twin solex carbs Complete new front & rear Red Nine design twin wishbone suspension. Engine and Gearbox new when fitted New Clutch All new clutch linkage and bushes 55amp Alternator Conversion New brake lines and master cylinder New windows and rubbers Rack and pinion steering fitted Stainless exhaust system Electrics are new Deluxe body trim with polished front and rear bumpers Night heater gas bottle in metal casing thermostat controlled. Mileage: 74910.
Price: 6700. Location: Aylesford
Phone: 07779646504
Email: tyleryerdf@outlook.com

Devon Conversion VW Bay window Camper T2

Meet 'Bertie',our 1975 Devon conversion Bay window VW camper. The engine has electronic ignition,recent fuel pump,recent exhaust and heat exchangers,split charger. The interior (seats, units etc) is in good condition. MOT'd until 22nd December 2015. We have owned Bertie since November 2009. Mileage: 55538
Price: 5300. Location: 56 Smithdown Road, Liverpool, Merseyside, L15 3J
Phone Number: 07937435245
Email Address: matildakkb@gmail.com

Tax exempt westy bay

For sale, Right hand drive tax exempt Grünhilda, she's been our much loved van for 18 years. She's taken us all over the country and many a road trip in Europe. We have regretfully decided the time has come for her to go to another careful owner. We've just had a full exterior resto, she's got an original westfalia continental interior with a full width rock and roll bed, a double bed in the roof and a cab hammock. The engine is a type 4, 2.056 ltrs with Keith Black barrels and pistons, twin dellorto carbs, brakes upgraded to servo,roof canvas has been replaced with a NoS unit, stunning van, slightly lowered and running 18" alloys and a Gene Berg shifter. Tow bar and electrics fitted, leisure battery, hob, original fly screens, bluebird front screen cover and camping skirt included. Please contact me for more pics.
Mileage: 59236. Price: £18000. Location: Cornwall, SW UK
Phone Number: 07811188255
Email Address: anthony.albert@swast.nhs.uk

T25 - 1984 - HighTop - 1.9 Petrol - Water Cooled

I bought this camper in 2009 as a project. The engine was replaced in August with a reconditioned one, since then it has done just under 5,000 miles. I have the invoice showing the mileage at replacement. It was completely stripped out in 2011, all rusty parts and panels were replaced, this work was carried out by 181 Classic Motors of Newark. It was re-sprayed by Voodoo who are based in Kirkby in Ashfield. The rear windows were tinted and replaced using new seals, a new windscreen was fitted. Electrics were checked and replaced where necessary. Mileage: 65407.
Price: £8300. Location: Bilsthorpe
Phone: 07969651062
Email: June.newland@sky.com

Classic VW T2 Campervan

1978 VW type 2 camper, 1600cc, blue and white with matching interior. MOT until Jan2016. CD player and radio, sunroof, pop top, 5 seats with 3 rear lap belts, full width rock and roll bed, water tank and pump, sink, gas hob and grill on swing out unit. Rear bike rack. Recently serviced to include: new clutch, brakes, distributor and new ignition system. Leisure battery. Reluctant sale due to change in circumstances. Mileage: 98000. Price: £13500
Hurstpierpoint, West Sx
Phone Number: 07970222729
Email: claire.hampson@hotmail.co.uk

1978 Devon Moonraker - Very Original

Recon 1600 engine-500 miles. New carb, front brakes, battery. Full poptop. V original interior, fridge, sink, hob/grill. ZIG panel. 4 seat belts. Rock n roll bed + 2 bunks. Chassis solid. Light body rust. Garaged last 10 years. Great investment.
Mileage: 500. Price: 9990. Location: Essex
Phone Number: 01787 277674
Email Address: jono.walter@gmail.com

Tax exempt genuine OG. Genuine Lady VW T5.1 DSG Campervan

Volkswagen Transporter T5.1 GP T30 140ps TDI DSG campervan. 2010 on 10 plate, 4 berth, gas strut lift pop top, metallic reflex silver and natural grey metallic paintwork, factory fitted air conditioning, 7 speed DSG automatic gearbox, 2lt 140ps euro 5 motor, VW alloy wheels and locking wheel nuts, VW mud flaps all round, factory fitted reversing sensors, Kenwood DNX520 radio CD phone DVD player with sat nav and touch screen in car entertainment for more information contact kimsmith852@gmail.com (Worcestershire)
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Price: 26,450
Location: Worcestershire
Email Address: kimsmith852@gmail.com

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VW T5 Trident Autosleeper

VW t5 trident autosleeper. dec 2005. 1.9 diesel. 40k miles. VAG service history. Alloys, remote central locking. Two plus two berth. Hob and grill, three way fridge, fresh and waste water tanks. 12 months MOT, immaculate inside and out. £25950 ovno. Mileage: 40000
Price: £25950 ovno. Location: Banbury
Phone: 07917816391
Email: sallyannbrown@outlook.com

For Sale

1988 t25 autohomes komet high top 1.9 watercooled new curtains from vw curtains new exhaust system water tank tank under bed with 12v water pump 3 way fridge cooker with 2 gas bottles 4 berth (2plus 2) full set of crockery and utensils full respray 2014 with matching cool box fitted t v and d v d player mains hook up 4 new tyres fsh mot may 2016 some spares. Mileage: 71,000. Price: £ 7 ,775.
Location: birmingham
Phone: 0121 358 3222
Email: mickperry1939@gmail.comm

1977 T2 RHD Bay Window Camper

Much loved RHD Camper, owned 10 years, great condition, get in and go. Tax and MOT, 1600cc TP, lots done, lots of extras included, ask for details! Mileage: 18,400 on clock, 9000 in last 10 years! Price: £16500 ono
Location: J6 M40, South Oxfordshire.
Phone: 01844 350261 07730 888604
Email: ngolding@blpmail.org.uk

VW T2 Camper

Australian import 1971 deluxe camper, MOT march 16 RH drive Converted from microbus 2005, 3/4 rock n'roll bed, 2 burner gas hob, auxillary 12v system 240v mains hookup garaged all year round. Mileage: 39,700. Price: £16,250. Location: Dorset
Phone Number: 07789864526

2009 VW T5 Danbury Surf, 66,000 miles, raising roof, privacy glass - £28,995. Danbury MotorCaravans
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Web: www.danburymotorcaravans.com

2010 VW T5 Danbury Surf, 62,000 miles, raising roof, oven - £30,995
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2012 VW T5 Danbury Active, 35,000 miles, raising roof, toilet - £36,995
. Danbury MotorCaravans
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2009 VW T2 Danbury Classic, 4,000 miles, raising roof - £34,995. Danbury MotorCaravans
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Web: www.danburymotorcaravans.com

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Phone Number: 07747 775494
Email Address: villagemotor@hotmail.com

2008 VW T5 Danbury Royale, 20,700 miles, high roof, toilet, automatic - £32,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2005 VW T2 Danbury Classic, 16,000 miles, raising roof - £28,995. Danbury MotorCaravans
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Web: www.danburymotorcaravans.com

2010 VW T5 Danbury Surf, 51,000 miles, raising roof - £30,995. Danbury MotorCaravans
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Web: www.danburymotorcaravans.com

1968 VW T2 Devon Caravette, 14,500, 1 owner, fully restored - £39,995. Danbury MotorCaravans
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Web: www.danburymotorcaravans.com

2004 VW T2 Danbury Classic, 25,000 miles, raising roof - £25,995. Danbury MotorCaravans
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Location: South East, UK
Phone Number: +44 (0) 7879 444036
Email Address: aidanbowen@me.com

VW T2 Campervan
Macy - 1971 tin top LHD bay. MOT until June 2016. 1641 twin port engine with twin Webber 34's & electronic ignition. 3/4 Rock N Roll bed in vinyl/leather, storage unit along side & overhead locker. 12v leisure battery with smart charger, propex gas heater & 240 hookup. CD radio with IPod connectivity. Body work overall in good condition, some minor rust spots. Many extras including double roof rack, hook up lead & bike rack. Mileage: 42 920. Price: 8500. Location: Monmouthshire
Phone: 07796962957
Email: Cath-jim@hotmail.co.uk

1972 VW T2 Westfalia, 101,000 miles, right hand drive, fully restored - £32,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2013 VW Transporter 2.0TDI (102PS) T28 Highline LWB
1 previous owner, full service history, 2 new tyres, high-line spec, colmar alloy wheels, colour coded bumpers & mirrors, air conditioning, electric windows, heated mirrors, CD DAB tuner, leather steering wheel, high-line dash trim, pop top roof with hydraulic bed lift mechanism. Excellent condition in 'Reflex Silver', questions or viewings welcome.
Mileage: 47,000. Price: £24,999 Location: Caversham, Reading. Phone: 07747 775494
Email: villagemotor@hotmail.com

Parts

Custom Rear Wings, Valence and Side Skirts Fibre glass for 1303s
Custom Rear Wings, Side Skirts and Rear Valance for Beetle - Condition ok - been stored for years - Collection only
Price: 30.00
Location: Southend on Sea, Essex
Phone Number: 07889706908
Email: richard.pennington@gmail.com

VW Beetle 1303s Rear Wings (stock)
VW Stock (Pair) Rear Wings for 1303s - Not really used as one still in packaging - been stored for years - Collection only
Price: 40.00
Location: Southend on Sea, Essex
Phone Number: 07889706908
Email: richard.pennington@gmail.com

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Westfalia

Westfalia-Werke didn't just build some of the best Volkswagen Campers, it invented the idea

Words
Richard Gunn

WESTFALIA
presents the holiday home on wheels

Westfalia invented the Volkswagen Camper. Which is something to pop your top about

In the world of Volkswagen Campers, no name is as well known as Westfalia. This German conversion company invented the concept of temporarily living in your Volkswagen for pleasure (or otherwise). Unlike many of its rivals, it's still in business today and, although Fiats and Mercedes-Benzes are its main concern, you can still buy a Volkswagen T5-based motorhome from Westfalia. You just have to put up with it being called the Club Joker.

Westfalia's origins stretched back 100 years before the Volkswagen Type 2 was even dreamt about. It started as a blacksmith's forge in Wiedenbruck, within the Westfalia district of Prussia, established by Johann Bernhard Knobel in 1844. Knobel made quite a useful living out of building rugged, horse-drawn carts to carry goods to and from railway stations. Eventually, Westfalia-Werke diversified into general coachbuilding duties. Fast forward to the 20th century and, in 1932, it invented the ball-and-bar system of towing, thus making caravanning as we know it today possible. Thanks for that, W-W.

> "A generation of quite tall Volkswagen owners rejoiced"

Still, the firm redeemed itself at the start of the 1950s when it received a commission from a British army officer stationed in West Germany to convert his Volkswagen Panel Van into a mobile home. This was in 1951. The VW Transporter had only been launched in November 1949, and what was dubbed the Camping Box (VW Icons, *VolksWorld* November 2013) was an entirely new concept based on what was essentially just a commercial load-lugger at the time. The company put in removable seats, furniture and a bed, and finished it all off with cute, ruffled, check curtains – just the thing for a busy British military man who needed his Bus for work during the week but enjoyed a bit of light camping at the weekends.

It all worked pretty well. So well, in fact, that in 1952 Westfalia made the conversion available to the general public. Even Volkswagen itself was sufficiently impressed to offer the Camping Box for sale through its dealerships. This recognition would eventually lead to Westfalia being appointed VW's official Camper manufacturer later on in the decade. Which undoubtedly helped it become so dominant in the USA.

The Camping Box continued until 1958, by which time around 1,000 had been made. After that, the SO (*Sonderausfuhrung*) series of 'Special Models' was introduced. The Deluxe SO23 came with the option of side tents, the larger variant of which was often referred to as the 'privy tent' because, well, that's where most people kept the toilet. They're hugely desirable now and so very expensive – the whole Bus that is, not just the privy.

An innovation for 1962 was the use of light plastic rather than wood for the interior of the SO34. Then came the feature for which Westfalia is arguably most famous: the pop-top roof. This appeared, in fledgling form, on the SO42 of 1965. And generations of quite tall Volkswagen owners rejoiced. At first, the extendable ceiling was an option, but soon became a standard fitment because it made the somewhat claustrophobic Buses feel a lot more spacious and airy inside. So popular were these converted Buses that very close replicas soon started to appear from more dubious US sources. They soon earned the nickname of Westfakias.

By the time the Bay Window came along in 1967, Westfalia was converting around 18,000 Campers a year. It achieved its landmark 100,000th transformation in 1971. Then came the fuel crisis of 1973 and sales fell by 35 per cent. Westfalia weathered the storm by slashing its model range. It continued working with the 1979-1990 Type 25 models, during which it introduced the Joker name, and continued into the T4 era. But then, in 1999, the business was split into three – to separately build Campers, towing equipment and trailers. DaimlerChrysler promptly purchased 49 per cent of the Camper company's shares and took over completely in 2001. That finished off the Volkswagen-Westfalia partnership, with the DaimlerChrysler-owned Mercedes-Benz naturally becoming the favoured marque instead. But a management buy out in 2008 allowed the company to go independent again, and back came Volkswagens. Despite suffering bankruptcy in 2010, followed by another takeover in 2011, Westfalia is still going. Not so much of a Joker after all then…

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